

Appendix B: Location, installation and performance data from review of cable median barrier installations in Washington state

The data sheets that follow contain information about each location where cable median barrier was installed or under construction along Washington state highways at the end of 2008. The before-and-after collision data shows the number of crashes, by severity, that occurred in the median and crossed the median in each location before and after cable median barriers were installed.

WSDOT reviewed five years of data from crashes that occurred before cable median barrier was installed in each location, with the exception of I-5 in Marysville. Only 2 ½ years of before cable data is available for this location, because it was the first location where cable median barrier was installed in Washington state. Data ranges from crashes after cable median barrier was installed from a few months to a few years because all available data was included in the analysis. The barrier was installed at different times in each location.

Data also is presented for four representative highway sections where concrete barrier is in place. For these sections, data is presented only for crashes that occurred after concrete median barrier was installed because some of the concrete barriers have been in place for over 20 years.

All collision data was obtained by reviewing the collision history provided by the WSDOT Transportation Data Office and by reviewing WSP collision reports for all collisions that occurred after barrier was installed. Overall, WSDOT staff reviewed data from more than 11,700 collisions and examined more than 3,900 individual collision reports.

SR 3 Silverdale

Milepost 38.53 to 53.18

Milepost 38.53 - 45.23

Length: 6.70 miles
 Median width: 38-68 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007

Milepost: 45.51 - 45.98

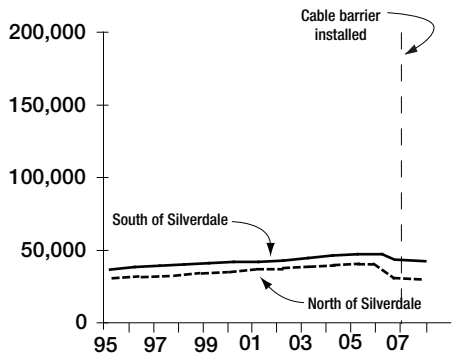
Length: .47 miles
 Median width: 24-36 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2008

Milepost: 46.38 - 53.18

Length: 6.8 miles
 Median width: 38-48 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2008

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment north of Silverdale is 4 percent per year.

ADT average growth rate on segment south of Silverdale is 2 percent per year.



SR 3 Silverdale (38.53 - 45.23)	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	12	10	1	8	0
All median collisions after (19 months)	24	5	1	0	0
Cross median collisions before (60 months)	2	1	0	4	0
Cross median collisions after (19 months)	0	0	0	0	0

SR 3 Silverdale (45.51 - 45.98)	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	0	0	1	0	0
All median collisions after (less than one month)	0	0	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (less than one month)	0	0	0	0	0

SR 3 Silverdale (46.38 - 53.18)	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	11	6	2	0	0
All median collisions after (19 months)	19	1	1	1	0
Cross median collisions before (60 months)	2	1	0	0	0
Cross median collisions after (19 months)	0	0	0	0	0

No cross-median incidents have occurred since we installed this cable median barrier.

The cable median barrier through this area is generally located 10 feet from the edge of the eastbound lanes.

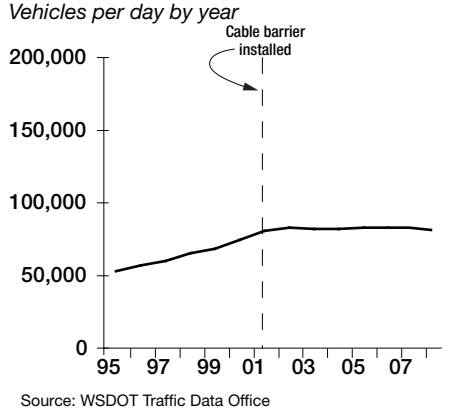
I-5 Vancouver

Milepost 7.8 to 11.10 and 12.28 to 22.56

I-5 Vancouver

Length: 13.58 miles
Median width: 48-374 feet
Speed limit: 60-70 mph
Barrier type: Low-tension
Year installed: 2001

Average annual daily traffic volume



ADT average growth rate on segment is 4 percent per year.



I-5 Vancouver	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	63	14	31	7	6
All median collisions after (95 months)	234	36	27	5	0
Cross median collisions before (60 months)	4	1	6	2	4
Cross median collisions after (95 months)	3	0	1	2	0



The cable median barrier through this area generally is located 14 to 34 feet from the edge of the northbound lanes.

Six cross-median incidents have occurred since we installed this cable median barrier:

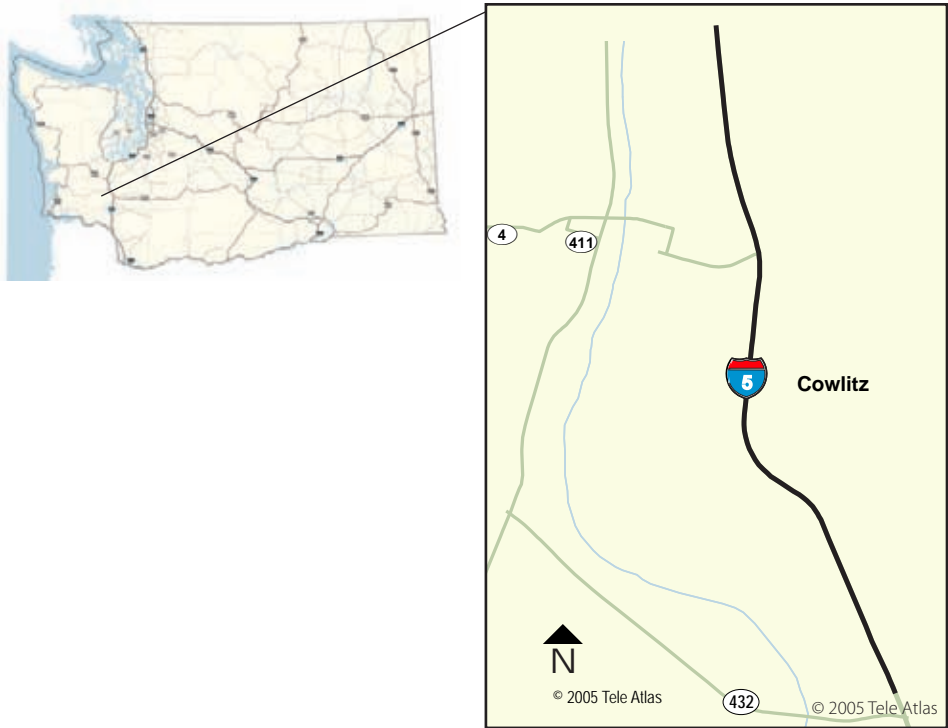
- Two collisions involved vehicles that crossed the median and hit other vehicles traveling in the opposite direction.
- Three collisions occurred between mileposts 8.17 and 9.36.
- Five collisions involved southbound vehicles traveling across the median.



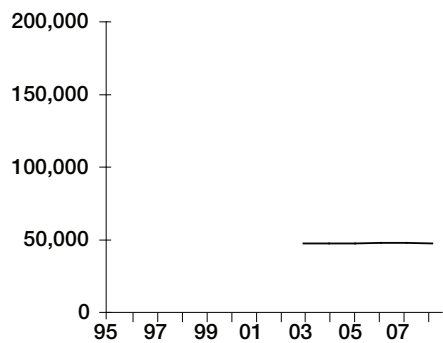
I-5 Longview

Milepost 37.42 to 40.45

I-5 Longview
 Length: 3.03 miles
 Median width: 48 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2010



Average annual daily traffic volume
Vehicles per day by year



Source: WSDOT Traffic Data Office

I-5 Longview	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	3	0	0	0	1
All median collisions after (0 months)	No Data				
Cross median collisions before (60 months)	0	0	0	0	1
Cross median collisions after (0 months)	No Data				

This cable barrier project is scheduled to be installed prior to Fall 2010.

Cable barrier is being removed from the Grand Mound to Maytown area of I-5 due to widening of the roadway. This removed hardware will be installed in this area of the interstate under the same contract.

I-5 Lewis County line to Maytown Milepost 85.28 to 95.7

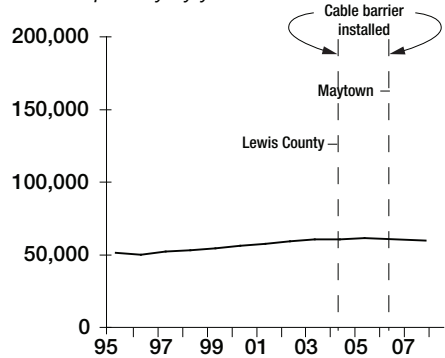
Lewis County line to US 12

Length: 3.05 miles
Median width: 40 feet
Speed limit: 70 mph
Barrier type: Low-tension
Year installed: 2004

US 12 to Maytown

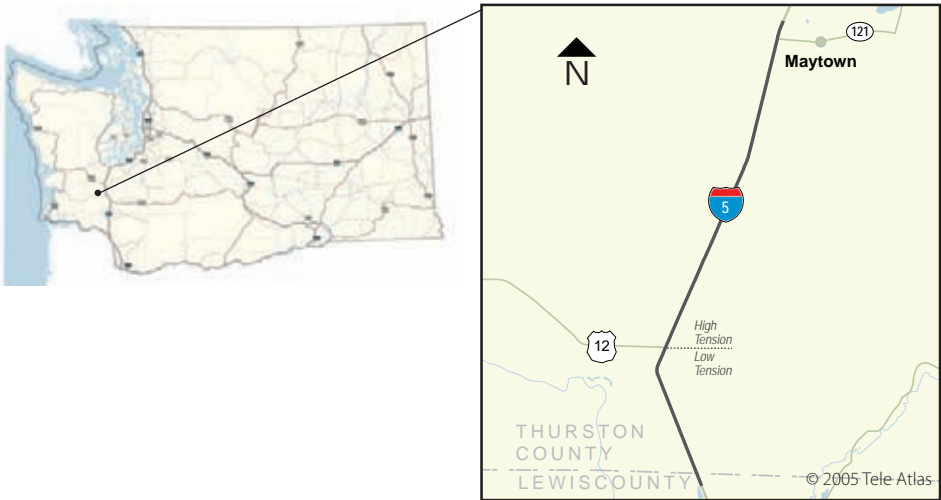
Length: 7.37 miles
Median width: 40 feet
Speed limit: 70 mph
Barrier type: High-tension
Year installed: 2006

Average annual daily traffic volume
Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.



Lewis County line to US 12	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	13	8	7	2	1
All median collisions after (53 months)	35	7	6	1	0
Cross median collisions before (60 months)	1	0	3	0	1
Cross median collisions after (53 months)	0	0	0	1	0

US 12 to Maytown	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	30	12	6	2	3
All median collisions after (34 months)	51	9	3	0	1
Cross median collisions before (60 months)	9	5	3	2	3
Cross median collisions after (34 months)	2	0	0	0	1

The cable median barrier in the southern three miles generally is located in the center of the median, 20 feet from the edge of each roadway. The cable median barrier in the northern 7.3 miles generally is located 12 feet from the edge of the northbound lanes. We installed the barrier in two separate construction projects.

Four cross-median incidents have occurred since we installed these cable median barriers.

- A northbound vehicle crossed through the median and struck a vehicle traveling in the opposite direction.
- A southbound vehicle crossed through the median and came to rest in the northbound lanes without striking another vehicle.
- A southbound vehicle crossed through the median and struck a northbound vehicle, resulting in a fatality collision.
- A southbound vehicle crossed through the median and came to rest in the northbound lanes without striking another vehicle.

The cable barrier throughout the above segments is being removed as part of an ongoing contract to widen the interstate to three lanes each direction.

This cable barrier will be re-used in a Longview segment that will be installed as part of the same contract.



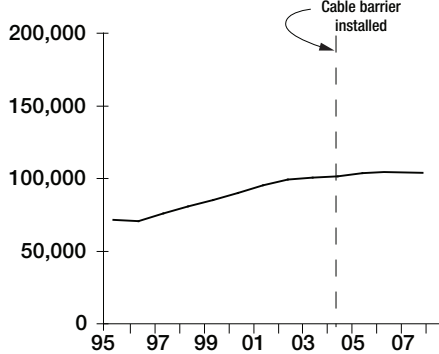
I-5 Nisqually

Milepost 112.66 to 114.28

I-5 Nisqually

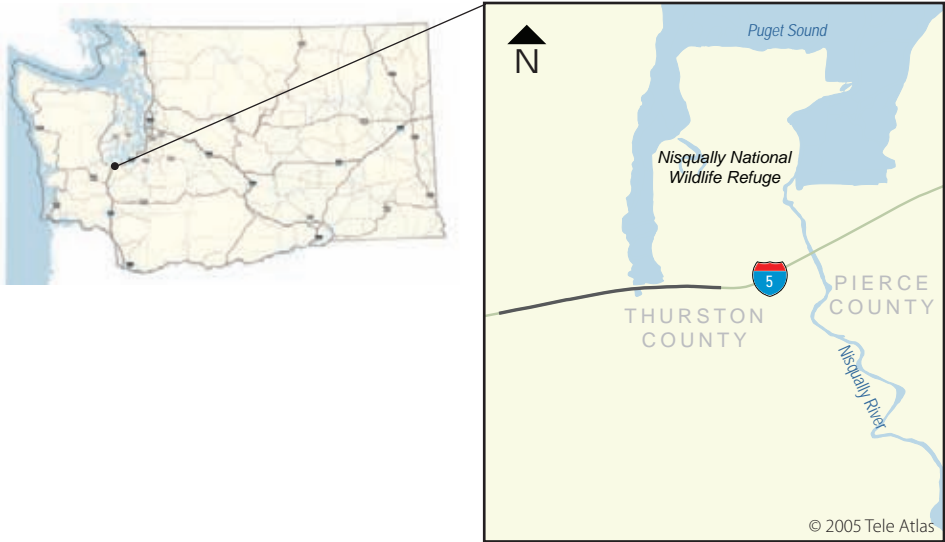
Length: 1.55 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2004*

Average annual daily traffic volume
 Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



I-5 Nisqually	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	6	1**	1	2	1
All median collisions after (51 months)	29	5	5	1	0
Cross median collisions before (60 months)	0	1	1	0	1
Cross median collisions after (51 months)	1	0	2	0	0

*A short section (.14 miles) was installed in 2005.
 **A possible injury collision has been removed from the before period dataset. It was found to have been a w-beam guard rail collision and no cable barrier involvement.

The cable median barrier generally is located 12 feet from the edge of the northbound lanes.

Three cross-median incidents have occurred since we installed this cable median barrier.

- A southbound vehicle traveled across the median, overturned and came to rest in the northbound lanes without striking another vehicle.
- A southbound semi truck and trailer traveled across the median and came to rest in the northbound lanes without striking another vehicle.
- A southbound vehicle lost control, spinning into the median where it traveled over the cable barrier, it entered the northbound lanes colliding with a vehicle.



I-5 Puyallup River and Fife Milepost 135.62 to 137.41 and 137.49 to 139.02



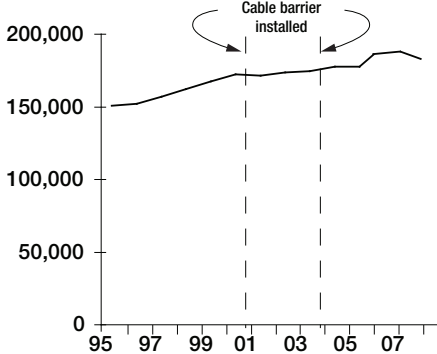
I-5 Puyallup River

Segment Length: 1.79 miles
Median width: 48 feet
Speed limit: 60 mph
Barrier type: Low-tension
Year installed: 2004

I-5 Fife

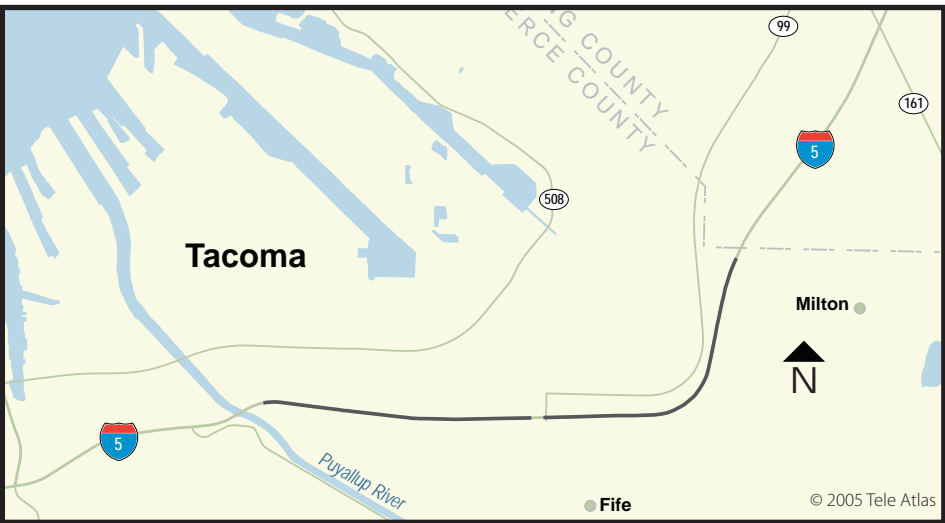
Segment Length: 1.53 miles
Median width: 48 feet
Speed limit: 60 mph
Barrier type: Low-tension
Year installed: 2001

Average annual daily traffic volume
Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 1 percent per year.



I-5 Puyallup River	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	9	5	3	1	2*
All median collisions after (59 months)	39	4	6	1	0
Cross median collisions before (60 months)	2	1	0	0	0
Cross median collisions after (59 months)	1	1	3	0	0

I-5 Fife	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	13	11	7	2	5
All median collisions after (90 months)	77	13	4	2	1
Cross median collisions before (60 months)	1	1	2	0	3
Cross median collisions after (90 months)	3	1	1	1	1

*Includes one fatality which occurred during the early construction period. A southbound vehicle left the roadway, struck an embankment and crossed into northbound lanes. The driver was ejected into the northbound lanes.

One fatal cross-median crash occurred in 2007 when a southbound vehicle traveling at high speed failed to negotiate the curve. The vehicle traveled under the cable barrier, through the median and engaged three northbound vehicles.

The cable median barrier through this area generally is located 14 feet from the edge of the southbound I-5 lanes.

Twelve cross-median incidents have occurred since we installed cable median barrier

- Five involved vehicles that hit other vehicles traveling in the opposite direction.
- Eight occurred between milepost 138.17 and 138.71, in the vicinity of a significant curve.
- Eight involved southbound vehicles traveling across the median.
- I-5 Fife segment length was shortened from 2.0 miles to current length due to HOV project in the area.

I-5 Marysville

First installation, Milepost 201.58 to 203.69

Second installation, Milepost 199.34 to 209.28

Third installation, Milepost 199.34 to 209.31 (double run)

I-5 Marysville first installation (dashed line)

Segment Length: 2.11 miles

Median width: 40 feet

Speed limit: 60 mph*

Barrier type: Low-tension

Year installed: 1995

I-5 Marysville second installation

Segment Length: 7.74 miles

Median width: 40 feet

Speed limit: 60-70 mph*

Barrier type: Low-tension

Year installed: 2000

I-5 Marysville third installation

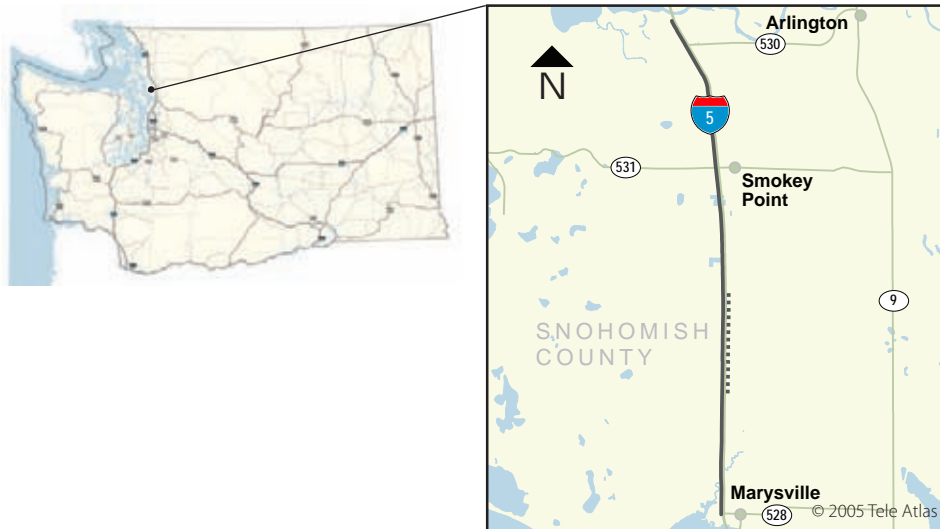
Segment Length: 9.80 miles

Median width: 40 feet

Speed limit: 60-70 mph*

Barrier type: High-tension

Year installed: 2007



I-5 Marysville, first installation	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (29 months)	3	4	2	1	1
All median collisions after (135 months)	70***	14***	8	2	3
Cross median collisions before (29 months)	2	2	0	0	0
Cross median collisions after (135 months)	3	0	1	0	1

I-5 Marysville, second installation	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	27	15	15	5	2
All median collisions after (84 months)	157	30	24	3	5**
Cross median collisions before (60 months)	4	6	6	4	1
Cross median collisions after (84 months)	3	6	3	2	4**

I-5 Marysville, third installation	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions after (22 months)	61	7	4	1	0
Cross median collisions after (22 months)	0	0	0	0	0

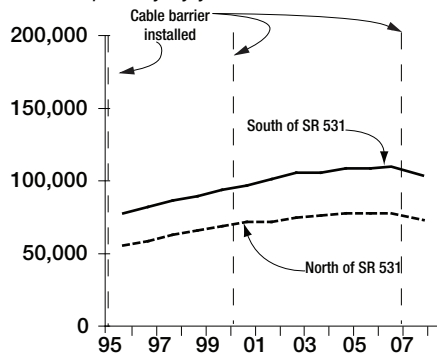
* Posted speed changed from 70 mph to 60 mph on July 1, 2005

** Cross median fatality collision occurred during construction phase of third installation (was previously reported in the third installation segment).

***Six collisions previously reported in first installation are now shown in third install.

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



The cable median barrier through this area generally is located 16 feet from the edge of the northbound I-5 lanes. In early 2007 we installed a second run of cable median barrier along the southbound lanes, generally 12 feet from the edge of the lanes.

We changed the posted speed limit from 70 mph to 60 mph on July 1, 2005.

Twenty-three cross-median incidents have occurred since we installed cable median barrier, through 2007:

- Fourteen collisions involved vehicles that crossed over the median and hit other vehicles traveling in the opposite direction.

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- Thirteen incidents, including three fatal crashes, occurred between milepost 204.29 and 207.5, an area that includes the SR 531 interchange and the Smokey Point Rest Area entrances and exits to the north.
 - Five, including one fatal crash, occurred between milepost 201.5 and 203.3 includes the 116th Street interchange.
 - Nineteen of these collisions involved southbound vehicles traveling across the median

Eight fatal median-related crashes have occurred since we installed the cable barrier, through 2008:

- Five of these incidents involved vehicles that crossed over the median.
- Seven of these incidents involved the cable barrier: in two collisions, vehicles rolled over, and passengers were ejected; in one collision, a vehicle traveling in the wrong direction hit another vehicle, causing one of these vehicles to hit the cable median barrier.
- One fatal crash involved a vehicle that hit the median bridge column at 116th Street but did not hit the cable median barrier.

I-5 Mount Vernon

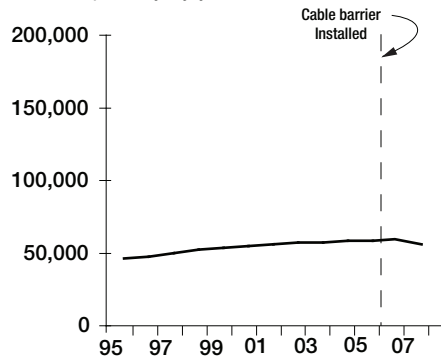
Milepost 215.12 to 225.48

I-5 Mount Vernon

Length: 10.36 miles
Median width: 40-76 feet
Speed limit: 60-70 mph
Barrier type: High-tension
Year installed: 2006

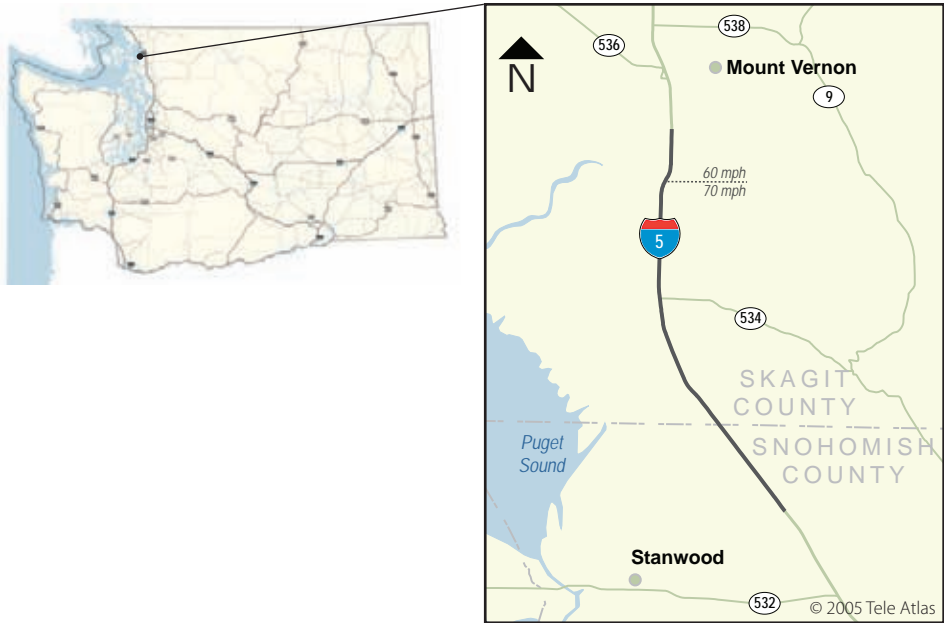
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



I-5 Mount Vernon	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	23	4	4	6	5
All median collisions after (31 months)	73	7	4	1	0
Cross median collisions before (60 months)	1	1	1	3	3
Cross median collisions after (31 months)	1	0	0	0	0

The cable median barrier generally is located 10 feet from the edge of the northbound lanes.

One cross-median incident has occurred since we installed this cable median barrier. In this instance a northbound tow truck struck the barrier and stretched the cables into the southbound roadway. No other vehicles were involved.

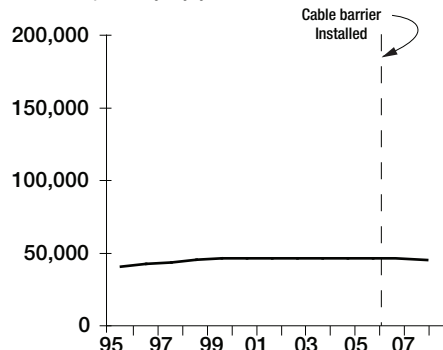


I-5 North of Burlington Milepost 230.9 to 234.61

I-5 North of Burlington

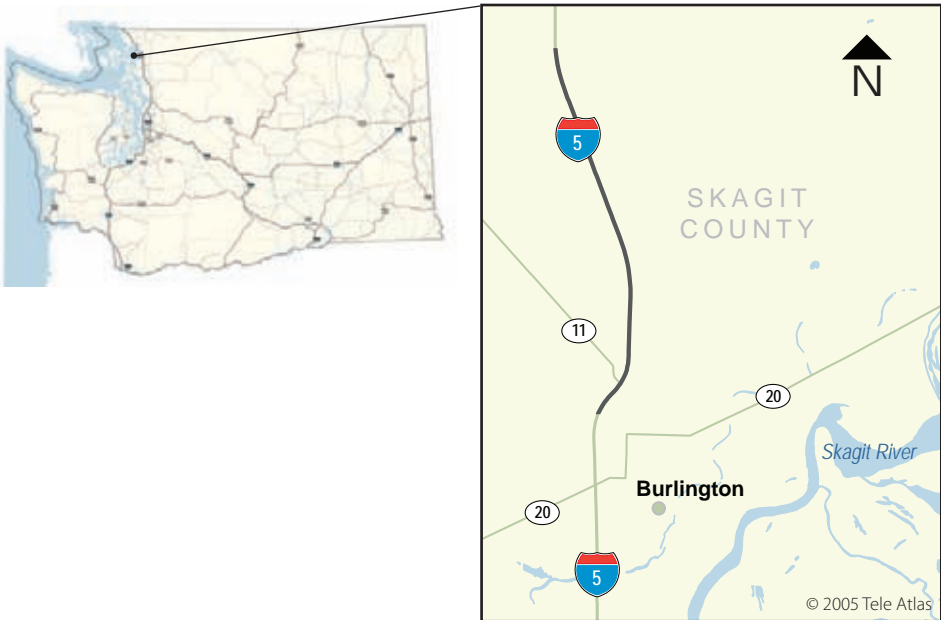
Length: 3.71 miles
Median width: 40 feet
Speed limit: 70 mph
Barrier type: High-tension
Year installed: 2006

Average annual daily traffic volume
Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment, 2 percent per year.



I-5 north of Burlington	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	18	9	5	4	2*
All median collisions after (31 months)	22	4	4	0	0
Cross median collisions before (60 months)	4	1	1	4	1
Cross median collisions after (31 months)	0	1	0	0	0

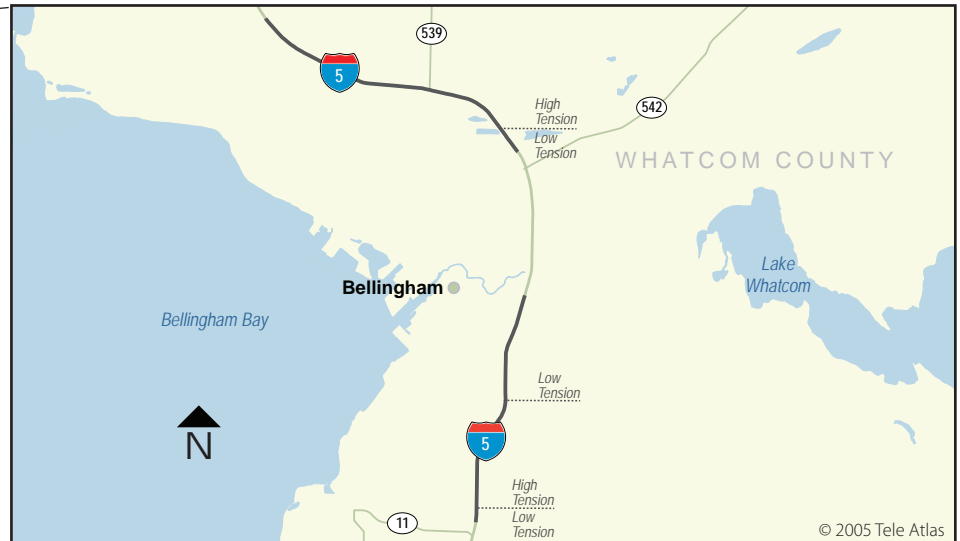
* A fatal cross-median collision was removed from the before period as it was found to occur during the construction period of the cable barrier installation. Construction period collisions are not reported in this document.

The cable median barrier generally is located 10 to 12 feet from the edge of the southbound lanes.

One cross-median incident has occurred since we installed this cable median barrier. However, this occurred at an official median crossing and no cable median barrier was involved. This was a single vehicle incident.



I-5 South Bellingham to Bakerview Road Milepost 250.96 to 258.27



I-5 south Bellingham

Length: 0.37 miles
Median width: 40 feet
Speed limit: 60 mph
Barrier type: Low-tension
Year installed: 1999

I-5 Bellingham

Length: 0.82 miles
Median width: 40 feet
Speed limit: 60 mph
Barrier type: High-tension
Year installed: 2006

I-5 north Bellingham

Length: 1.63 miles
Median width: 40 feet
Speed limit: 60 mph
Barrier type: Low-tension
Year installed: 2003

Squalicum Creek to Bakerview Road

Length: 2.82 miles
Median width: 40 feet
Speed limit: 60 mph
Barrier type: High-tension
Year installed: 2006

I-5 south Bellingham	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	0	0	1	0	0
All median collisions after (114 months)	15	1	1	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (114 months)	1	0	0	0	0

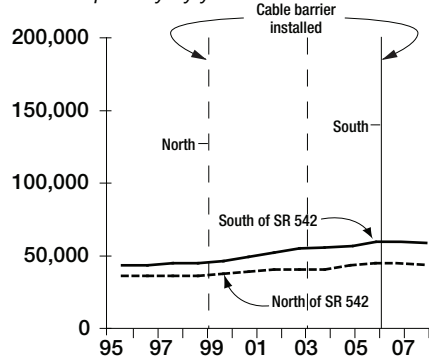
I-5 Bellingham	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	2	0	0	0	2
All median collisions after (31 months)	7	2	0	0	0
Cross median collisions before (60 months)	0	0	0	0	2
Cross median collisions after (31 months)	0	0	0	0	0

I-5 north Bellingham	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	8	2	2	1	0
All median collisions after (62 months)	52	8	5	0	0
Cross median collisions before (60 months)	4	1	0	1	0
Cross median collisions after (62 months)	0	2	0	0	0

I-5 Squalicum Creek to Bakerview Road	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	20	8	5	0	0
All median collisions after (31 months)	29	8	1	0	0
Cross median collisions before (60 months)	1	1	3	0	0
Cross median collisions after (31 months)	0	0	0	0	0

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment north of Bellingham is 4 percent per year.

ADT average growth rate on segment from Bellingham to Bakerview Road is 2 percent per year.

The cable median barrier generally is located 10 to 12 feet from the edge of the northbound lanes.

There have been three cross median barrier incidents since this barrier was installed.

- A northbound vehicle lost control entering the median, engaged the cable barrier but slipped under and came to rest in the southbound lanes without striking another vehicle.
- A northbound vehicle enters the median and impacts the cable barrier, the vehicle and cable comes to rest in the southbound lanes. A southbound vehicle struck the stretched cable in its travel lane.
- A northbound vehicle enters the median and slips through the barrier striking a southbound vehicle.

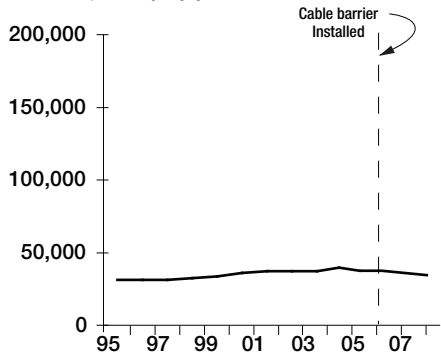


I-5 Ferndale

Milepost 262.41 to 266.00

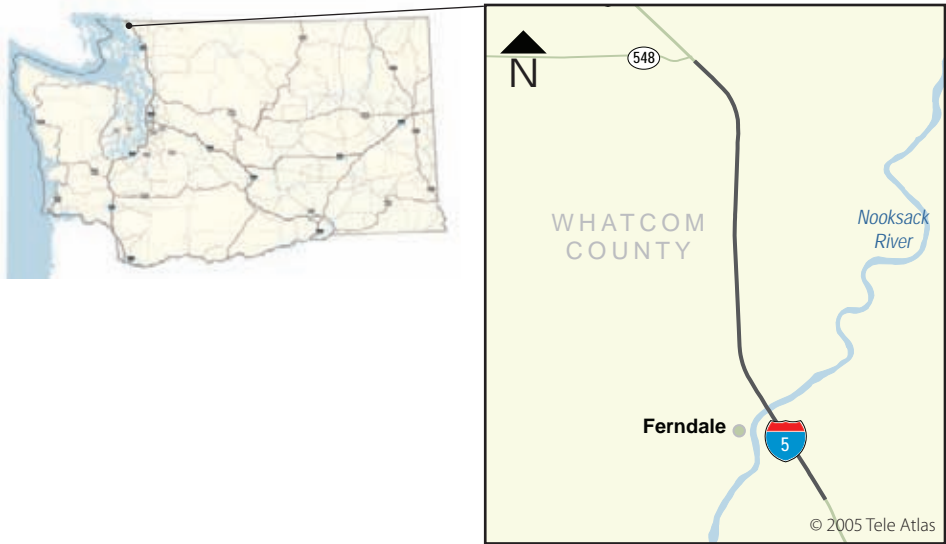
I-5 Ferndale
 Length: 3.59 miles
 Median width: 40-76 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2006

Average annual daily traffic volume
Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



I-5 Ferndale	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	22	4	8	1	0
All median collisions after (31 months)	18	4	2	1	0
Cross median collisions before (60 months)	5	0	2	1	0
Cross median collisions after (31 months)	2	0	0	0	0

The cable median barrier generally is located 10 feet from the edge of the northbound lanes.

Two cross-median incidents have occurred since we installed this cable median barrier.

- A southbound vehicle entered the median and passed through the cable barrier coming to rest in the northbound lanes without striking another vehicle.
- A northbound vehicle crossed through the median coming to rest off the right of the southbound lanes, no other vehicles were involved.

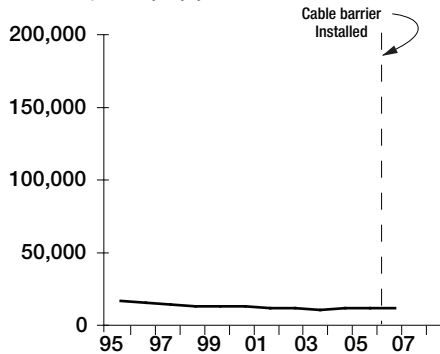


I-5 Blaine

Milepost 273.93 to 276.14

I-5 Blaine
 Length: 2.21 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension and low-tension
 Year installed: 2006*

Average annual daily traffic volume
 Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is -2 percent per year.



I-5 Blaine	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	2	5	1	0	0
All median collisions after (31 months)	7	0	0	0	0
Cross median collisions before (60 months)	1	0	0	0	0
Cross median collisions after (31 months)	0	0	0	0	0

*A short section (0.27 miles) was installed in 2000 but is not broken out separately because of the short distance

The cable median barrier generally is located 10 feet from the edge of the southbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

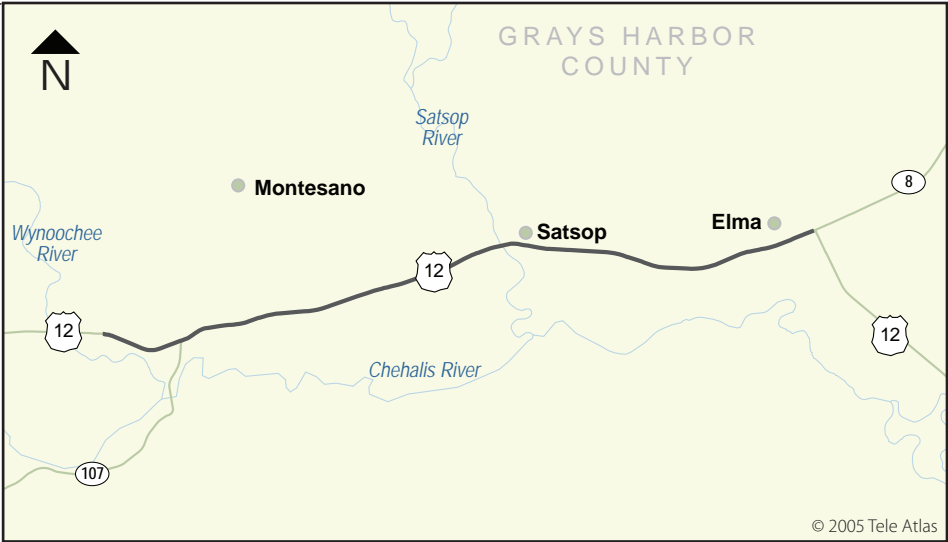


US 12 Montesano Milepost 9.11 to 20.95

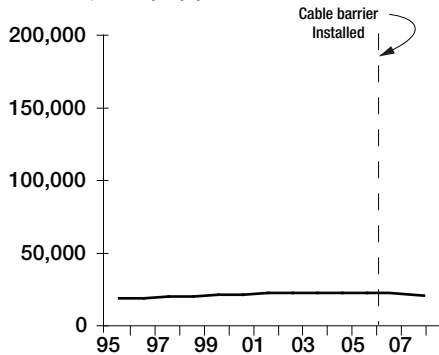


US 12 Montesano

Length: 11.84 miles
Median width: 38-40 feet
Speed limit: 60 mph
Barrier type: High-tension
Year installed: 2006



Average annual daily traffic volume *Vehicles per day by year*



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 1 percent per year.

US 12 Montesano	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	20	3	3	3	0 *
All median collisions after (27 months)	54	4	2	1	0 *
Cross median collisions before (60 months)	3	2	2	2	0 *
Cross median collisions after (27 months)	0	0	0	0	0

The cable median barrier generally is located 12 feet from the edge of the eastbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

*A correction to the installations work started date resulted in a slight shift of the injury data from the previous year's report to this report.

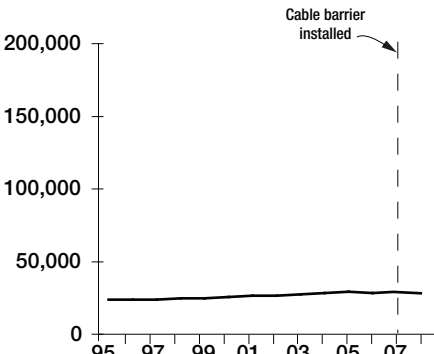


US 12 Yakima Milepost 201.9 to 202.5

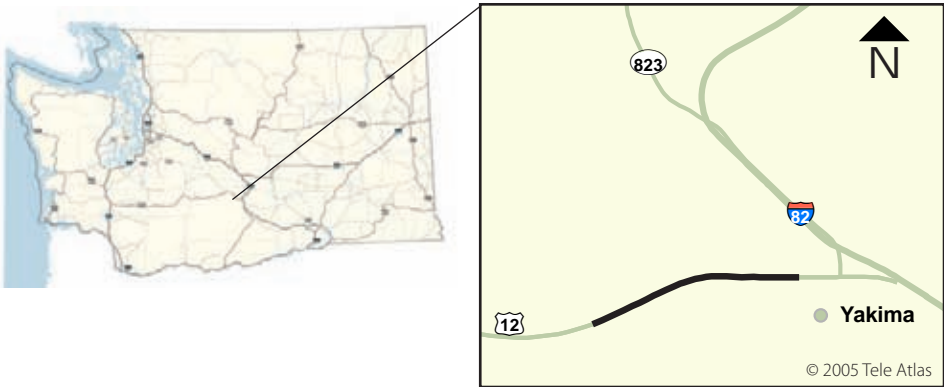
US 12 Yakima

Length: 0.60 miles
Median width: 40 feet
Speed limit: 60 mph
Barrier type: High-tension
Year installed: 2007

Average annual daily traffic volume *Vehicles per day by year*



Source: WSDOT Traffic Data Office



US 12 Yakima	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	4	2	1	0	0
All median collisions after (13 months)	2	0	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (13 months)	1	0	0	0	0

The cable median barrier generally is located 10-12 feet from the edge of the eastbound lanes.

One cross-median incident has occurred since we installed this cable median barrier.

- An eastbound vehicle struck the end of the cable median barrier and spun around coming to rest in the westbound lanes, no other vehicles were involved.



SR 16 Olympic Drive to Burnham Drive Milepost 10.83 to 15.12

Purdy Milepost 16.03 to 19.00

SR 16 Olympic Drive to Burnham Drive

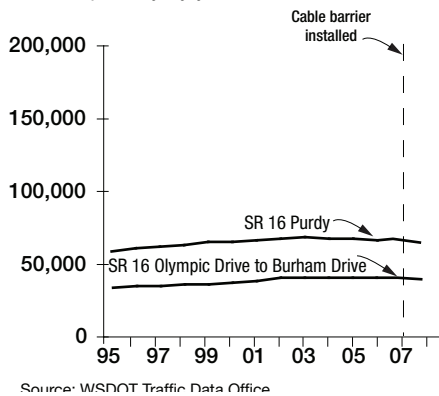
Length: 4.29 miles
Median width: 53 feet
Speed limit: 55-60 mph
Barrier type: High-tension
Year installed: 2007

SR 16 Purdy

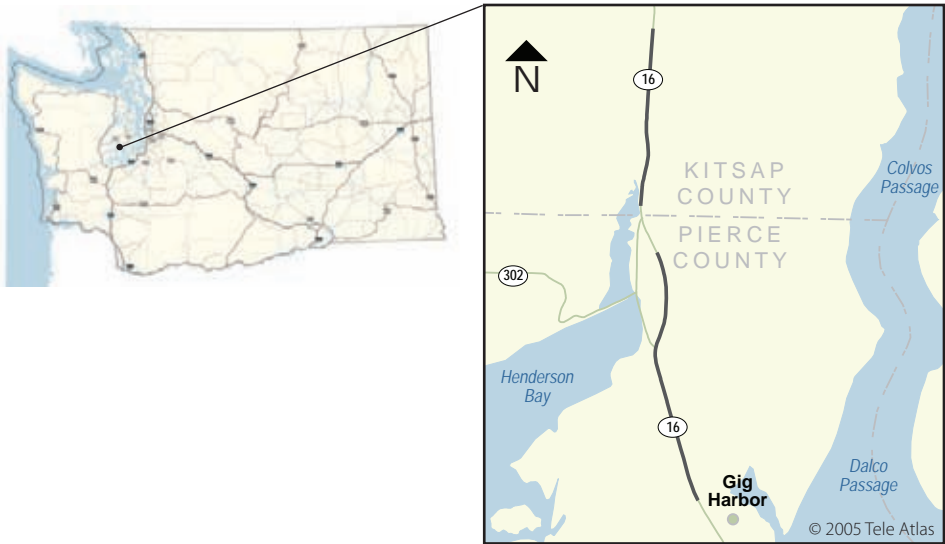
Length: 2.97 miles
Median width: 54 feet
Speed limit: 60 mph
Barrier type: High-tension
Year installed: 2006

Average annual daily traffic volume

Vehicles per day by year



ADT average growth rate on Olympic/Burnham segment is 1 percent per year.
ADT average growth rate on Purdy segment is 2 percent per year.



SR 16 Olympic Drive to Burnham Drive	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	14	5	0	2	1
All median collisions after (18 months)	14	2	0	0	1
Cross median collisions before (60 months)	2	1	0	2	0
Cross median collisions after (18 months)	0	0	0	0	1

SR 16 Purdy	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	5	9	7	0	0
All median collisions after (31 months)	17	2	3	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (31 months)	0	0	0	0	0

The cable median barrier generally is located 10 to 12 feet from the edge of the eastbound lanes.

One cross-median incident has occurred since we installed this cable median barrier.

- A westbound vehicle entered the median rolling over the cable median barrier coming to rest in the eastbound lanes, no other vehicles were involved.



SR 16 Burley-Olalla

Milepost 19.70 to 20.52

SR 16 Burley-Olalla

Length: 0.82 miles

Median width: 80 feet

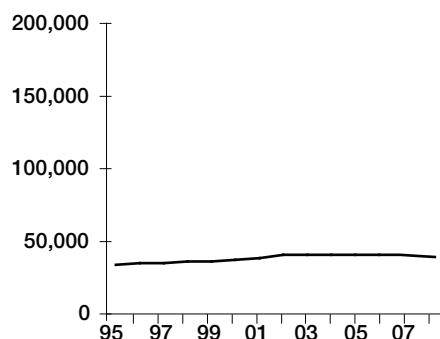
Speed limit: 50 mph

Barrier type: High-tension

Year installed: Late 2009

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office



SR 16 Burley-Olalla

	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	3	0	1	0	0
All median collisions after	No Data				
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after	No Data				

This cable barrier project is expected to be completed late 2009, nearly one year early from original construction schedule.

SR 18 Covington

Milepost 7.8 to 11.38

SR 18 Covington

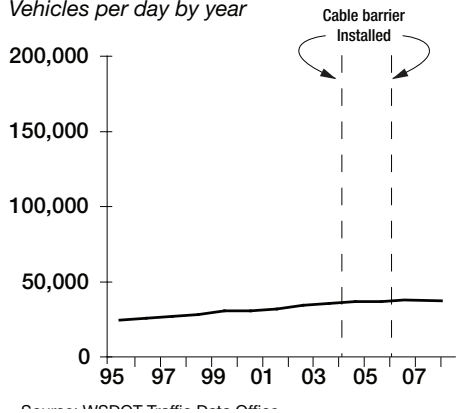
Length: 2.38 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

SR 18 SE 312th Vicinity

Length: 0.09 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2004



Average annual daily traffic volume
Vehicles per day by year



ADT average growth rate on segment is 4 percent per year.

SR 18 Covington	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	7	2	1	0	0
All median collisions after (31 months)	17	2	2	0	0
Cross median collisions before (60 months)	3	1	0	0	0
Cross median collisions after (31 months)	0	0	0	0	0

SR 18 SE 312th Vicinity	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	0	0	0	0	0
All median collisions after (49 months)	6	1	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (49 months)	1	0	0	0	0

The cable median barrier generally is located nine to 10 feet from the edge of the southbound lanes.

There has been a single cross-median incident since we installed this barrier.

- A westbound vehicle lost control and entered the median. It struck both cable median barrier and w-beam guard rail in the median, it continued across the eastbound lanes coming to rest off the roadway without striking any other vehicles.



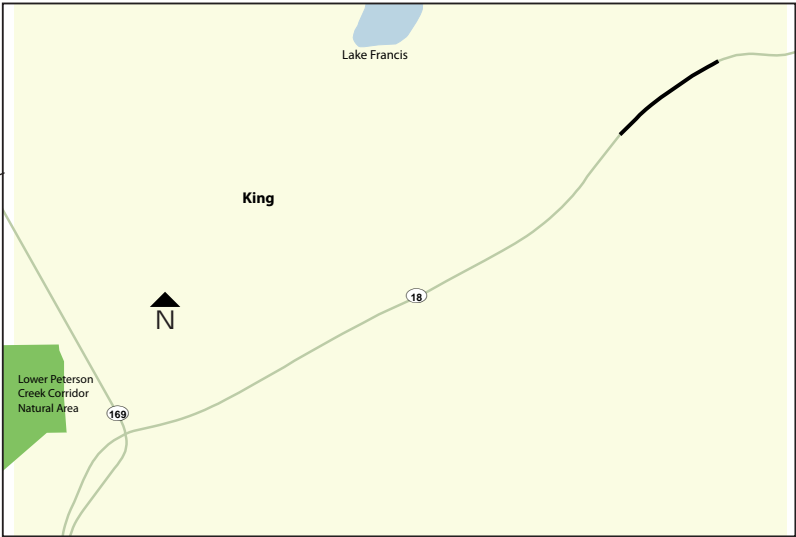
50 - Cable Median Barrier

SR 18 Issaquah/Hobart

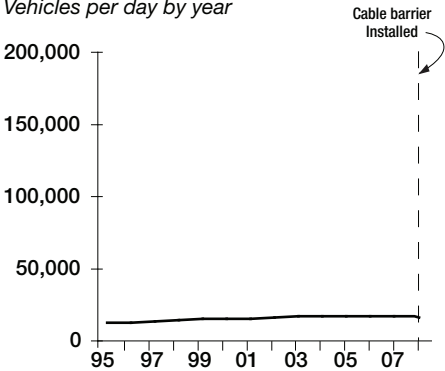
Milepost 19.65 to 20.22

SR 18 Issaquah/Hobart

Length: 0.57 miles
 Median width: 48 feet
 Speed limit: 55 mph
 Barrier type: High-tension
 Year installed: 2008



Average annual daily traffic volume
 Vehicles per day by year



Source: WSDOT Traffic Data Office

SR 18 Issaquah/Hobart	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	2	2	0	1	0
All median collisions after (9 months)	2	1	0	0	0
Cross median collisions before (60)	0	0	0	0	0
Cross median collisions after (9 months)	0	0	0	0	0

The cable median barrier generally is located 12 to 18 feet from the edge of the westbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

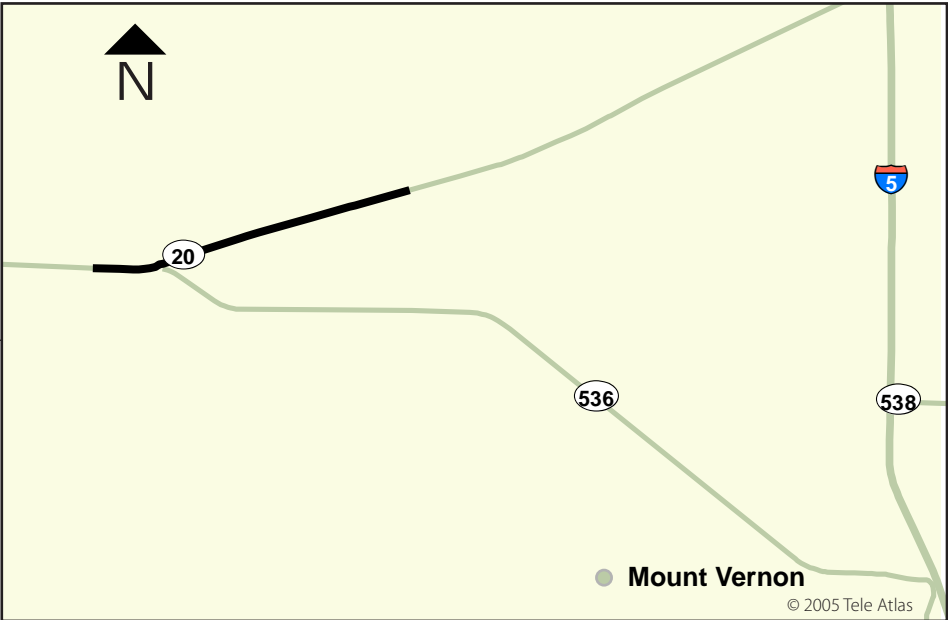


SR 20 Fredonia

Milepost 54.72 to 56.50

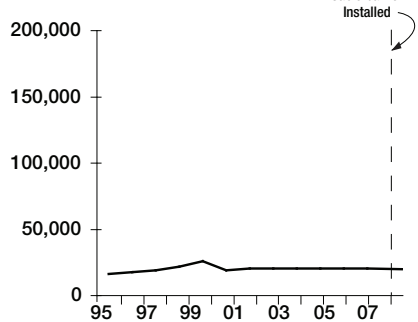
SR 20 Fredonia

Length: 1.78 miles
 Median width: 40 feet
 Speed limit: 55 mph
 Barrier type: High-tension
 Year installed: Late 2009



Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

SR 20 Fredonia	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)			No data		
All median collisions after			No data		
Cross median collisions before (60 months)			No data		
Cross median collisions after			No data		

The cable median barrier generally is located 10 to 12 feet from the edge of the eastbound lanes.

This installation is to be completed as part of a 2-stage construction contract.

This area continues to be an active construction/work zone as other safety projects are completed. Expected completion is Fall 2009.



I-82 Yakima

Milepost 29.38 to 39.14

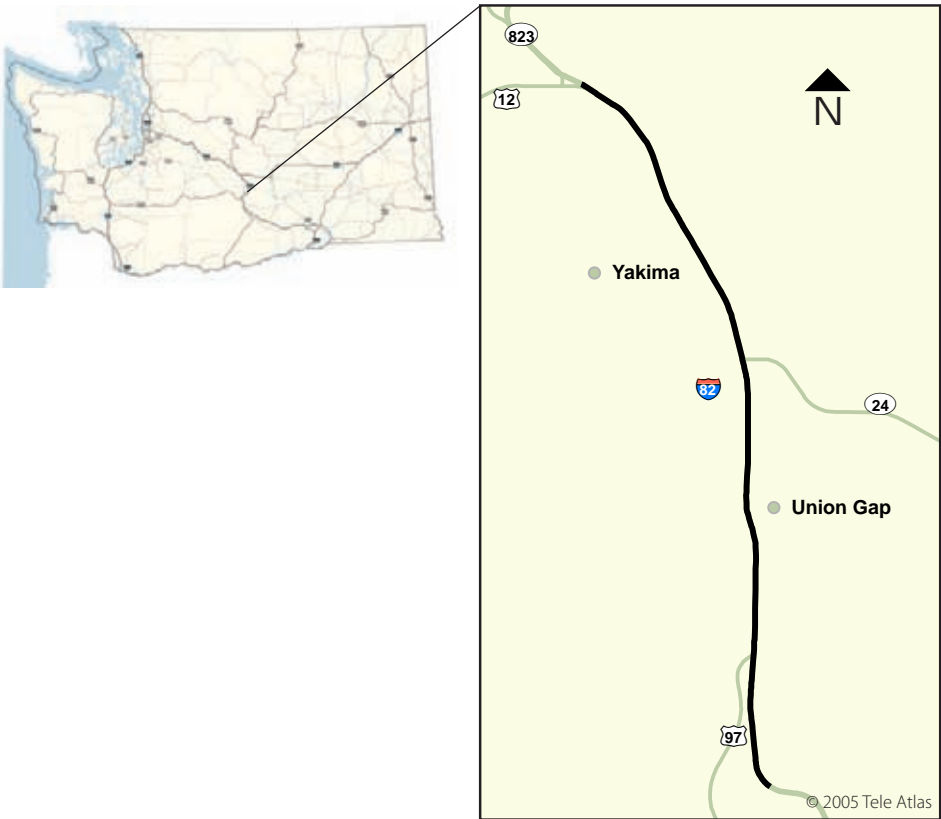
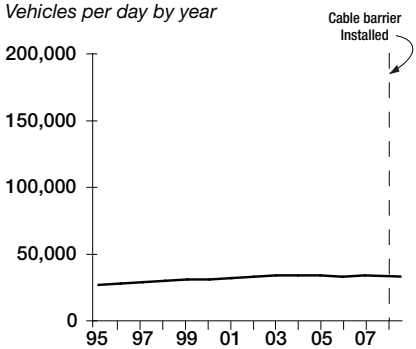
I-82 Yakima

Length: 7.75 miles
 Median width: 50 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007

I-82 Yakima - Selah Creek

Length: .57 miles
 Median width: 50 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2008

Average annual daily traffic volume



I-82 Yakima	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	24	6	10	3	1
All median collisions after (14 months)	22	4	2	0	0
Cross median collisions before (60 months)	5	0	3	3	1
Cross median collisions after (14 months)	0	0	0	0	0

I-82 Yakima - Selah Creek	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	0	0	0	0	0
All median collisions after (3 months)	0	0	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (3 months)	0	0	0	0	0

The cable median barrier generally is located 10 to 12 feet from the edge of the westbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

I-82 Prosser

Milepost 88.51 to 92.14

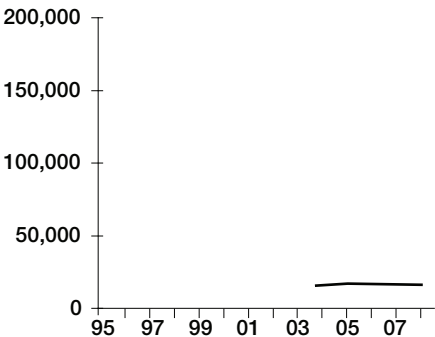
I-82 Prosser

Length: 3.63 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2008



Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

I-82 Prosser	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	6	0	2	0	0
All median collisions after (2 months)	2	0	0	0	0
Cross median collisions before (60 months)	1	0	1	0	0
Cross median collisions after (2 months)	0	0	0	0	0

The cable median barrier through this area is generally installed 4 to 30 feet from the edge of the eastbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

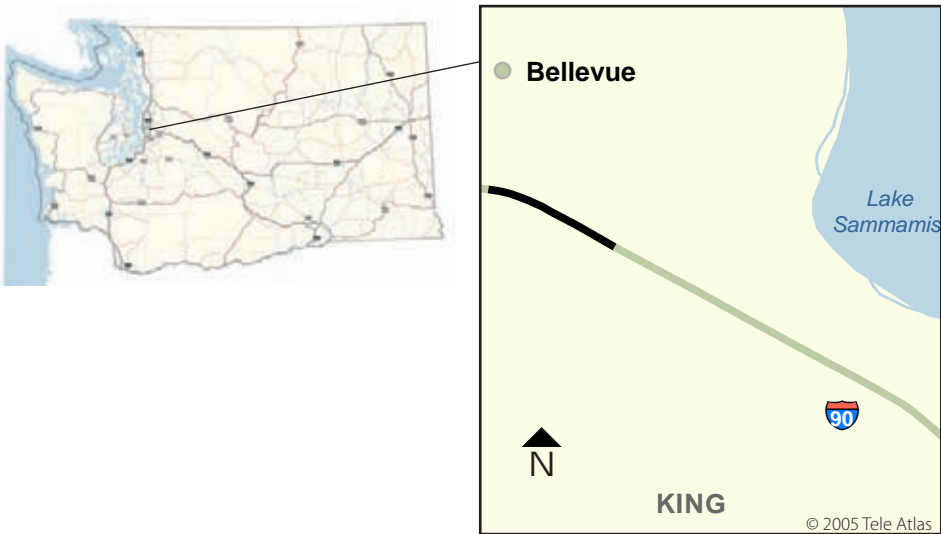


I-90 Bellevue

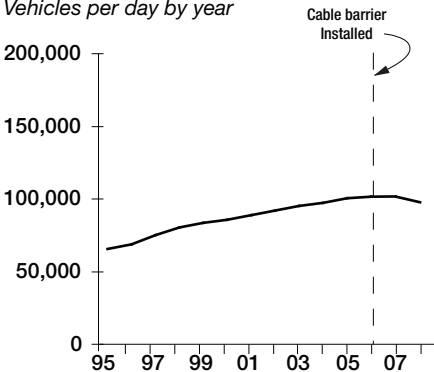
Milepost 11.75 to 12.05

I-90 Bellevue

Length: .30 miles
 Median width: 75 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2006



Average annual daily traffic volume
 Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 5 percent per year.

I-90 Bellevue	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	1	0	0	0	0
All median collisions after (24 months)	1	0	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (24 months)	0	0	0	0	0

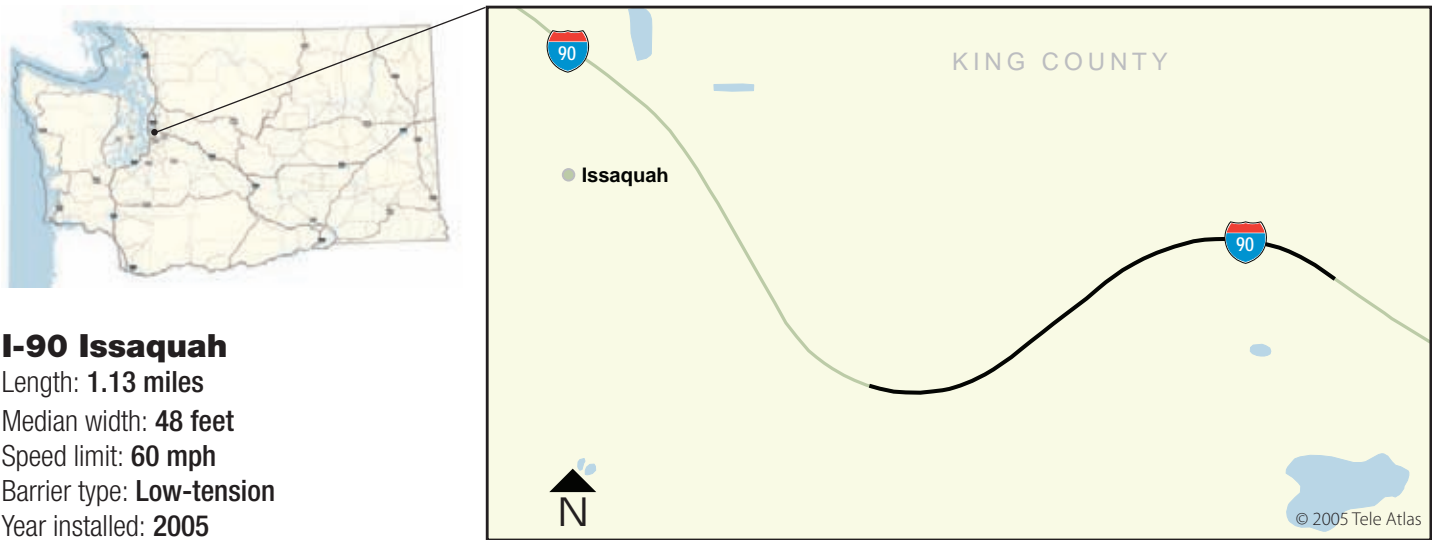
The cable median barrier generally is located 12 feet from the edge of the eastbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



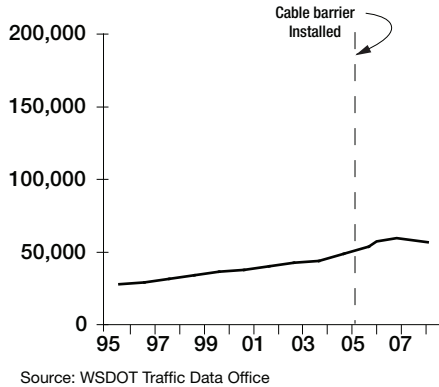
I-90 Issaquah

Milepost 15.99 to 17.12



I-90 Issaquah
 Length: 1.13 miles
 Median width: 48 feet
 Speed limit: 60 mph
 Barrier type: Low-tension
 Year installed: 2005

Average annual daily traffic volume
Vehicles per day by year



ADT average growth rate on segment is 5 percent per year.

I-90 Issaquah	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	5	2	3	0	0
All median collisions after (47 months)	12	0	3	0	0
Cross median collisions before (60 months)	1	1	0	0	0
Cross median collisions after (47 months)	0	0	0	0	0

The cable median barrier generally is located 13 to 16 feet from the edge of the eastbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



I-90 Cle Elum Milepost 83.60 to 84.28

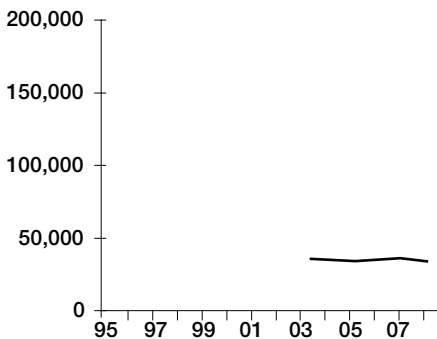


I-90 Cle Elum

Length: 0.68 miles
Median width: 40-78 feet
Speed limit: 70 mph
Barrier type: High-tension
Year installed: 2008

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office



I-90 Cle Elum	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	6	1	2	0	0
All median collisions after (2 months)	1	0	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (2 months)	0	0	0	0	0

The cable median barrier through this area is installed generally 15 feet from the edge of the westbound lanes.

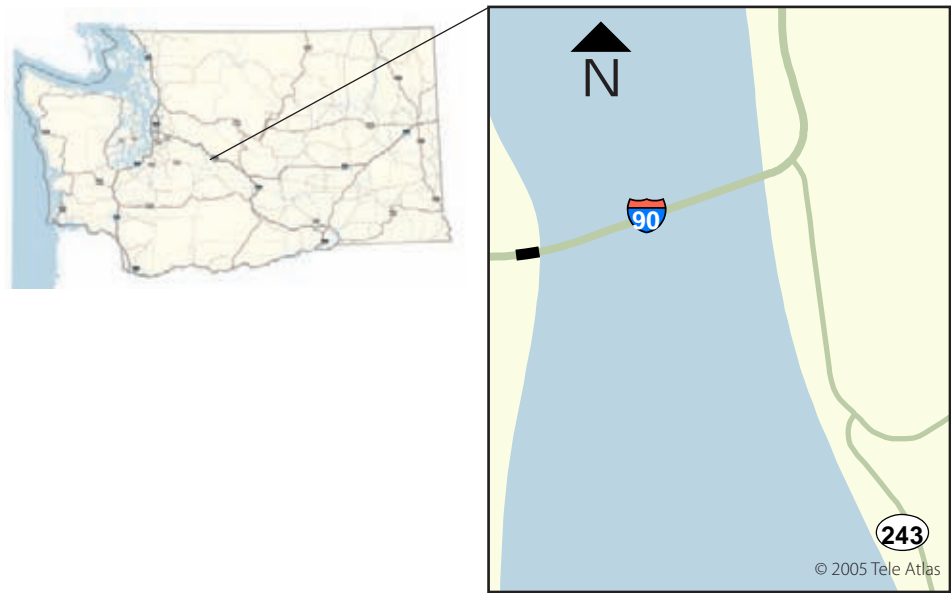
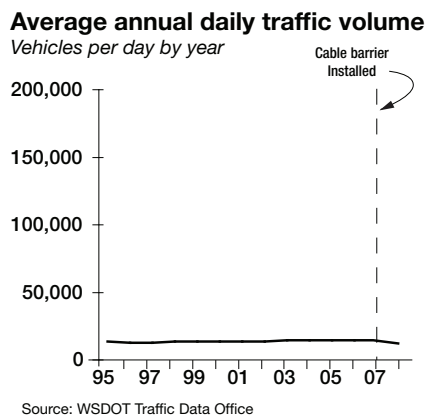
No cross-median incidents have occurred since we installed this cable median barrier.



I-90 Vantage

Milepost 136.61 to 136.71

I-90 Vantage
 Length: 0.1 miles
 Median width: 30-50 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2007



I-90 Vantage	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	0	0	0	0	0
All median collisions after (13 month)	0	0	0	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (13 month)	0	0	0	0	0

The cable median barrier generally is located 10 to 12 feet from the edge of the eastbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

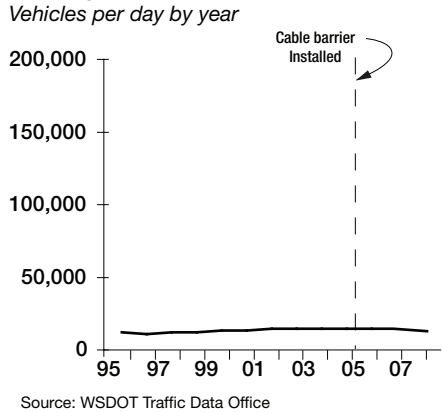


I-90 George

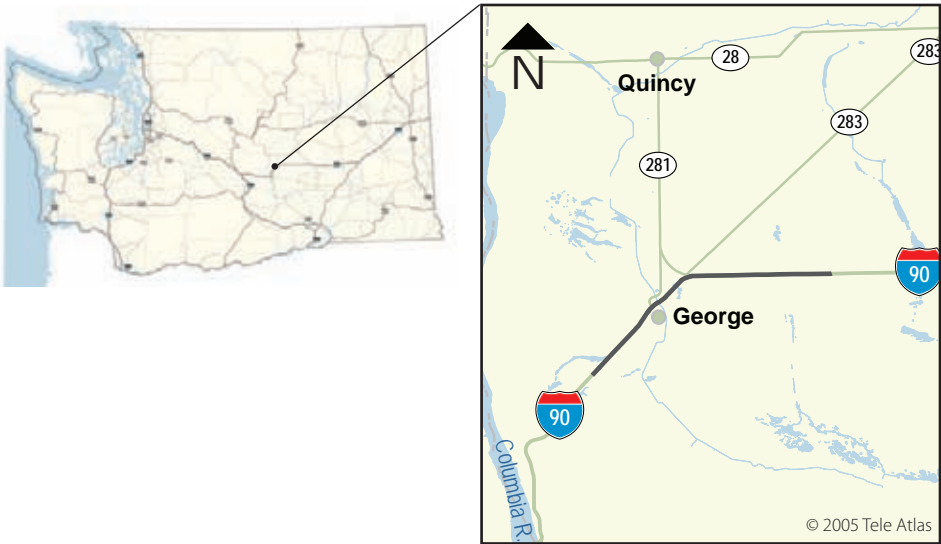
Milepost 144.3 to 156.32

I-90 George
 Length: 12.02 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2005

Average annual daily traffic volume



ADT average growth rate on segment is 1 percent per year.



I-90 George	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	17	7	7	6	0
All median collisions after (37 months)	17	2	1	0	0
Cross median collisions before (60 months)	6	2	0	0	0
Cross median collisions after (37 months)	0	0	0	0	0

The cable median barrier generally is located 11 to 13 feet from the edge of the westbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



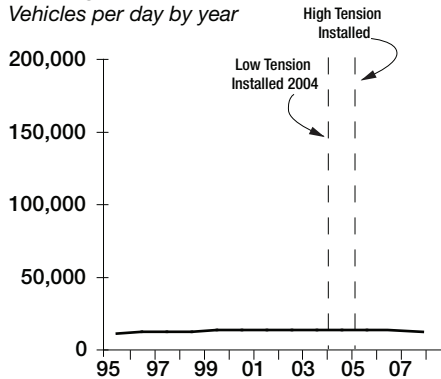
I-90 east of George to Moses Lake

Milepost 160.70 to 170.39 and 173.70 to 174.52

I-90 east of George to Moses Lake
 Length: 10.51 miles
 Median width: 38-40 feet
 Speed limit: 70 mph
 Barrier type: Low-tension and High-tension
 Year installed: 2004, 2005*

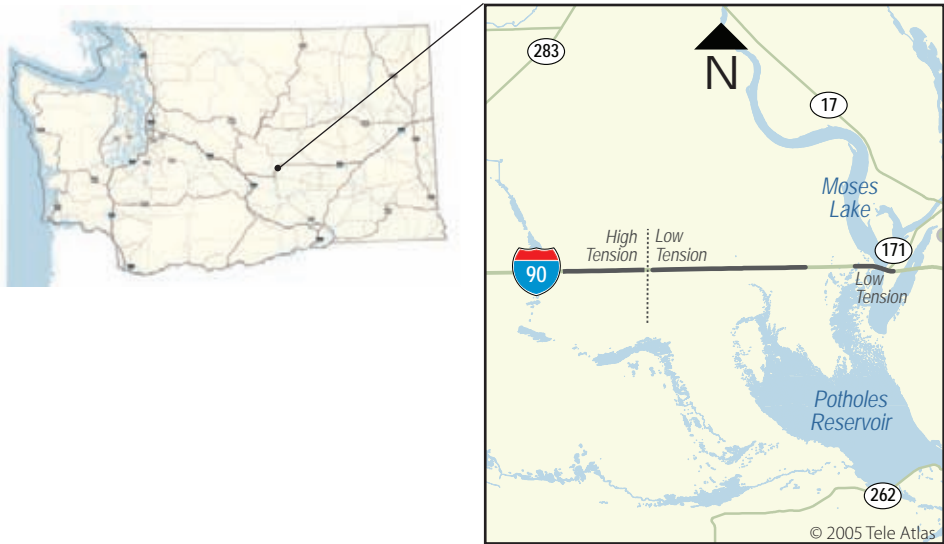
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.



I-90 east of George to Moses Lake	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	8	8	7	0	1
All median collisions after (50 months)	45	3	9	3	0
Cross median collisions before (60 months)	3	5	2	0	1
Cross median collisions after (50 months)	1	0	2	1	0

* 3.45 miles of high tension cable was installed in 2005

The cable median barrier generally is located 10 to 16 feet from the edge of the westbound lanes.

Four cross-median incidents have occurred since we installed this cable median barrier:

- None involved vehicles that hit other vehicles traveling in the opposite direction.
- Three collisions involved eastbound vehicles traveling across the median.
- Three collisions involved vehicles that rolled over.

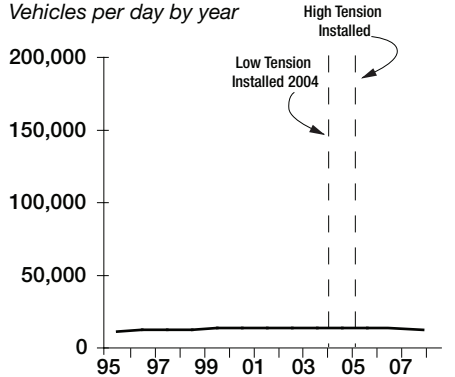


I-90 East Moses Lake Milepost 179.70 to 192.10

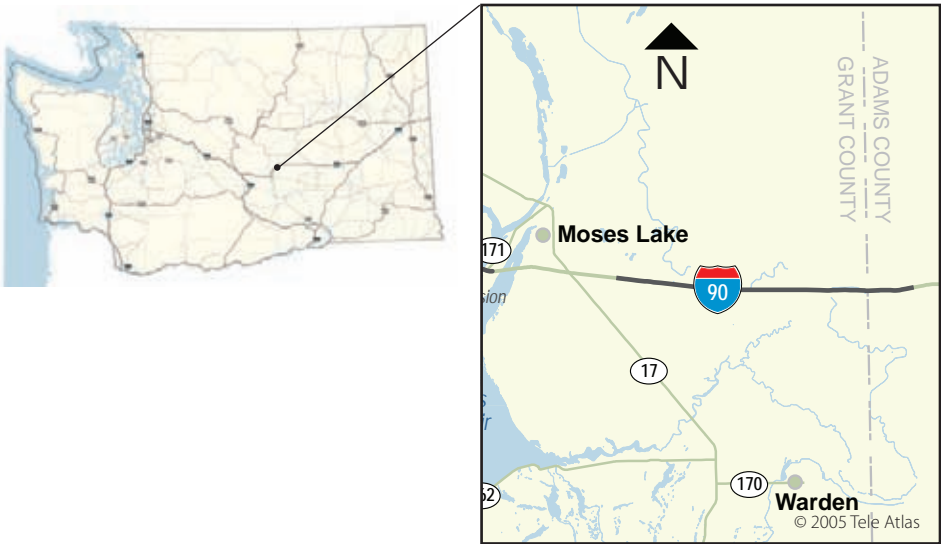
I-90 East Moses Lake

Length: 12.40 miles
 Median width: 40 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2005

Average annual daily traffic volume



ADT average growth rate on segment is 2 percent per year.



I-90 East Moses Lake	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	8	7	16	3	0
All median collisions after (37 months)	29	2	8	1	2
Cross median collisions before (60 months)	0	1	7	1	0
Cross median collisions after (37 months)	1	1	0	0	0

The cable median barrier generally is located 13 feet from the edge of the westbound lanes.

Two cross-median incidents have occurred since we installed this cable median barrier.

- A semi-truck traveling westbound crossed the median and came to rest in the eastbound lanes without hitting another vehicle.
- An eastbound vehicle crossed the median and came to rest on the westbound shoulder, no other vehicles were involved.
- One fatality collision occurred during 2007, an eastbound vehicle lost control entering the median. The vehicle rolled over several times but did not contact the cable median barrier.
- A fatal motorcycle collision occurred during 2008, the vehicle impacted the median cable barrier ejecting the operator.



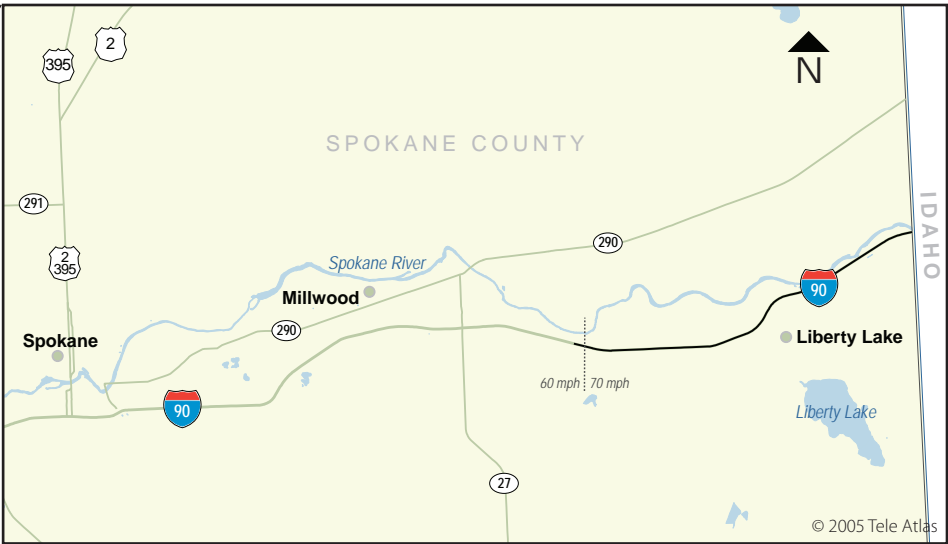
I-90 Spokane

Milepost 292.18 to 299.46



I-90 east of Spokane

Length: 3.73 miles
 Median width: 40 feet
 Speed limit: 60-70 mph
 Barrier type: High-tension
 Year installed: 2004

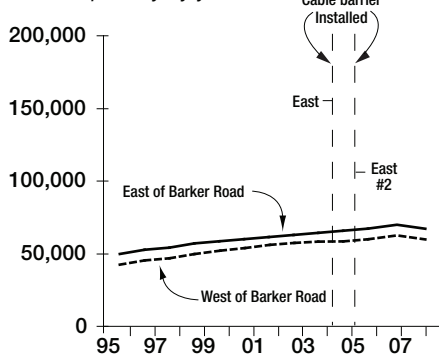


I-90 east of Spokane-II

Length: 3.13 miles
 Median width: 40-76 feet
 Speed limit: 70 mph
 Barrier type: High-tension
 Year installed: 2005

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office
 ADT average growth rate on both segments is 3 percent per year.



I-90 east of Spokane	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	4	7	8	3	0
All median collisions after (50 months)	66	7	9	0	0
Cross median collisions before (60 months)	0	5	5	3	0
Cross median collisions after (50 months)	4	0	3	0	0

I-90 east of Spokane-II	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	3	1	5	3	2
All median collisions after (42 months)	31	3	2	1	0
Cross median collisions before (60 months)	2	0	4	3	1
Cross median collisions after (42 months)	1	1	0	0	0

The cable median barrier generally is located 14 feet from the edge of the eastbound lanes.

Nine cross-median incidents have occurred since we installed this cable median barrier:

- Three involved vehicles that crossed the median and hit another vehicle traveling in the opposite direction.
- Three occurred between mileposts 295.01 and 295.51.
- Seven involved westbound vehicles crossing the median.
- Three involved vehicles that rolled over into opposing lanes.

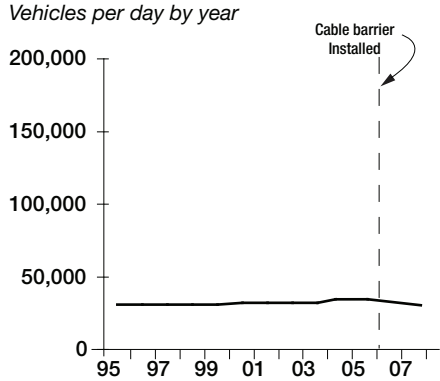
SR 99 Tukwila

Milepost 23.24 to 25.92

SR 99 Tukwila

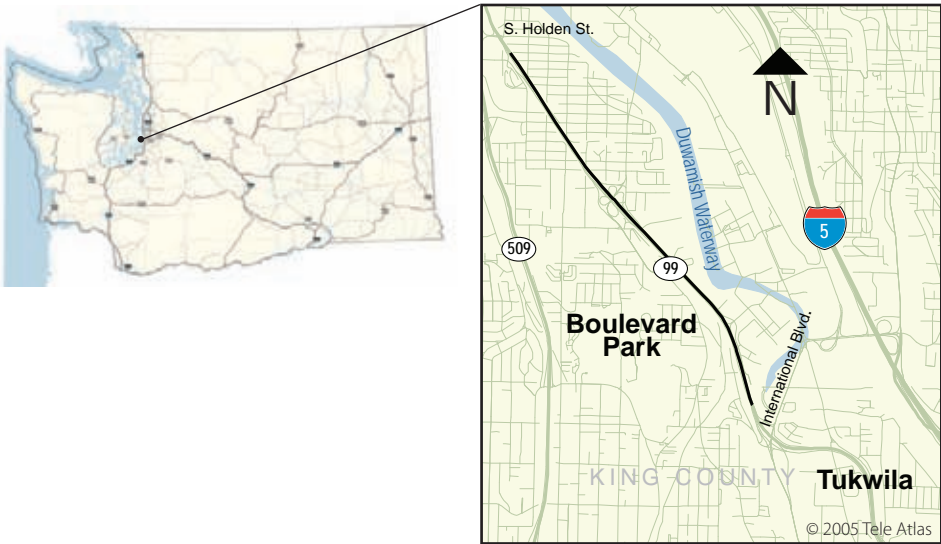
Length: 2.68 miles
 Median width: 44 feet
 Speed limit: 60 mph *
 Barrier type: High-tension
 Year installed: 2006

Average annual daily traffic volume



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 0 percent per year.



SR 99 Tukwila	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	2	2	4	1	0
All median collisions after (27 months)	4	1	0	0	1
Cross median collisions before (60 months)	1	0	1	0	0
Cross median collisions after (27 months)	0	0	0	0	0

The cable median barrier generally is located 12 feet from the edge of the northbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.

- A fatal motorcycle collision occurred in 2008. A northbound motorcycle was witnessed traveling at a high speed and reported doing wheelies prior to losing control and overturning in the travel lane. Rider separated from vehicle entering median and impacted the cable median barrier.

*0.14 miles of this segment has a posted speed limit of 40 mph.



US 101 Olympia

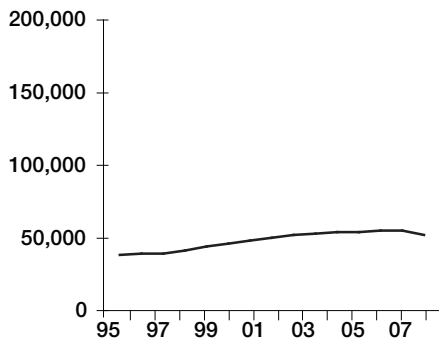
Milepost 363.93 to 366.76

US 101 Olympia

Length: 2.83 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007

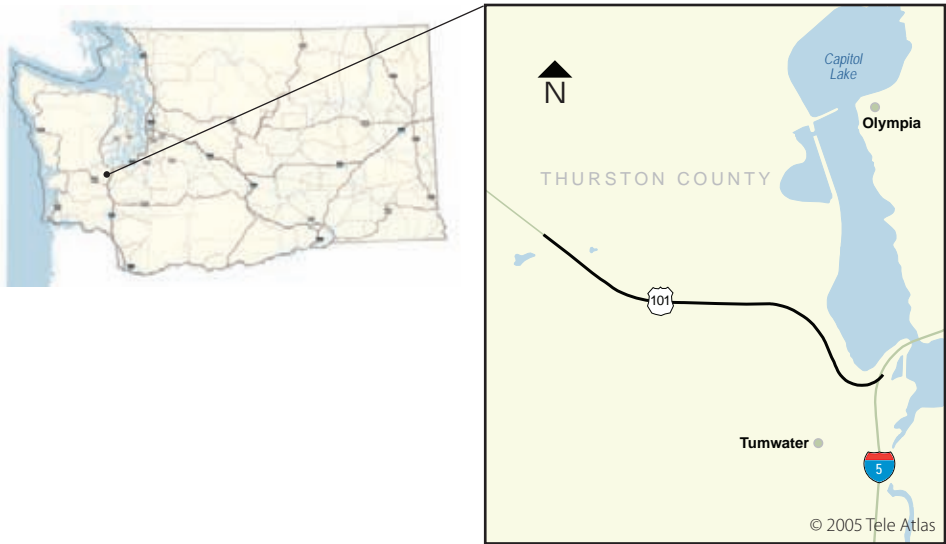
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



US 101 Olympia	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	11	5	5	1	1
All median collisions after (20 months)	15	2	2	0	0
Cross median collisions before (60 months)	0	2	1	0	1
Cross median collisions after (20 months)	1	0	0	0	0

The cable median barrier through this area generally is located 12 feet from the edge of the westbound lanes.

One cross-median incident has occurred since we installed this cable median barrier.

- A southbound vehicle lost control entering median, going under cable barrier and crossed northbound lanes. No other vehicles were involved.



64 - Cable Median Barrier

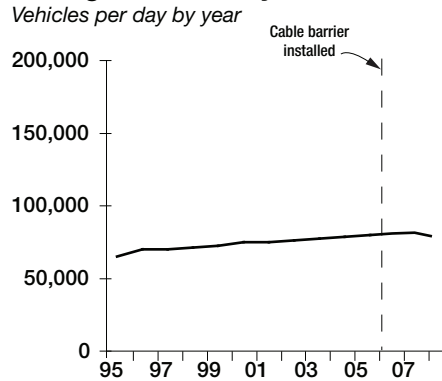
SR 167 Sumner

Milepost 6.86 to 11.44

SR 167 Sumner

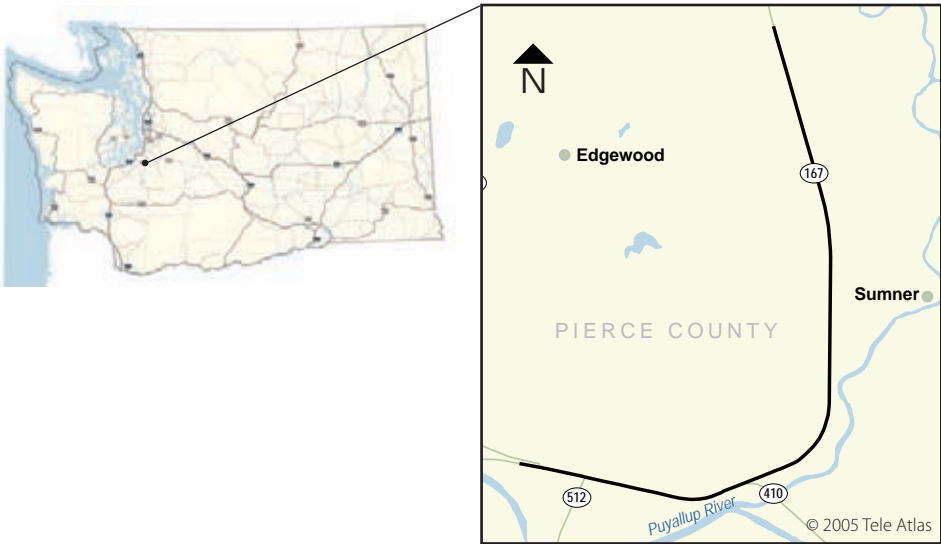
Length: 4.58 miles
 Median width: 84 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

Average annual daily traffic volume



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



SR 167 Sumner	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	28	9	6	2	0
All median collisions after (31 months)	26	5	3	0	0
Cross median collisions before (60 months)	1	0	1	0	0
Cross median collisions after (31 months)	0	0	0	0	0

The cable median barrier generally is located 12 feet from the edge of the northbound lanes.

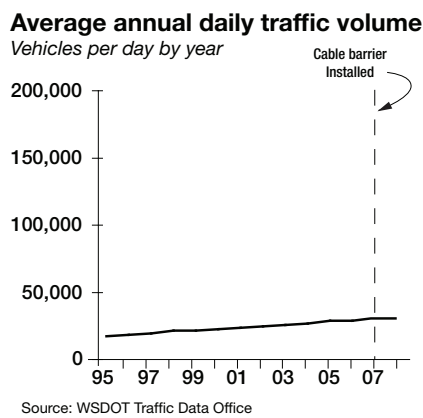
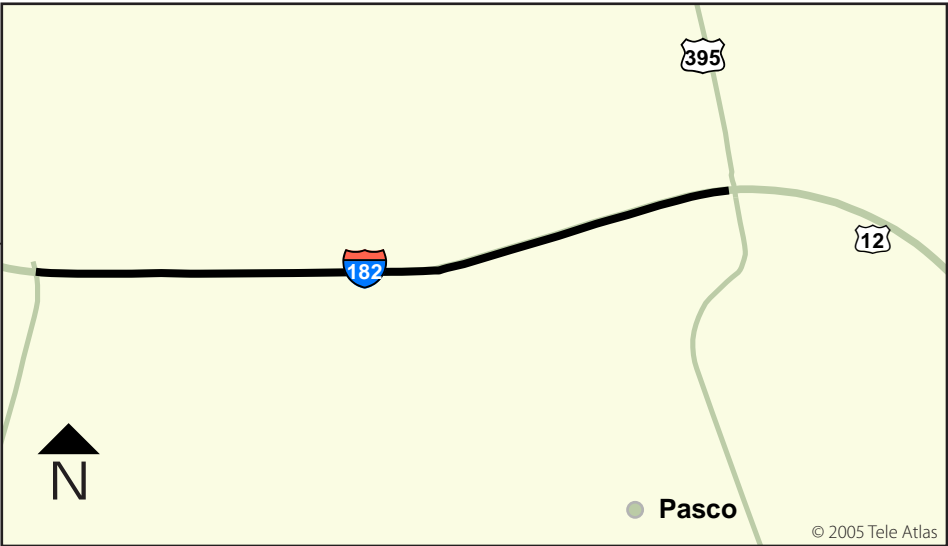
No cross-median incidents have occurred since we installed this cable median barrier.



I-182 Pasco

Milepost 12.3 to 15.19

I-182 Pasco
 Length: 2.89 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007



I-182 Pasco	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	8	4	2	3	0
All median collisions after (14 months)	6	0	0	1	0
Cross median collisions before (60 months)	1	2	0	2	0
Cross median collisions after (14 months)	0	0	0	1	0

The cable median barrier generally is located in the center of the median, 16 to 23 feet from the edge of the eastbound lanes.

One cross-median incident has occurred since we installed this cable median barrier.

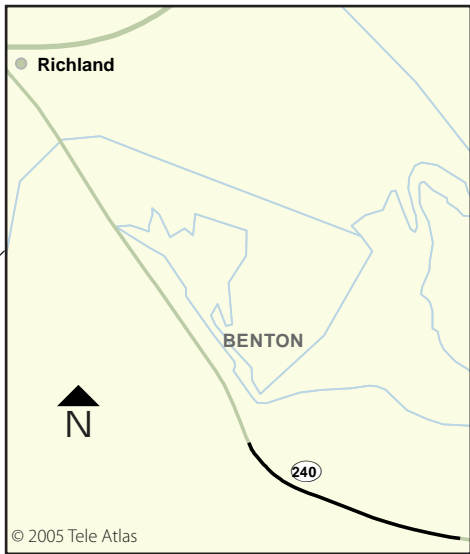
- An eastbound vehicle sideswiped an eastbound semi-tractor trailer and crossed the median coming to rest on the westbound shoulder, no other vehicles were involved.



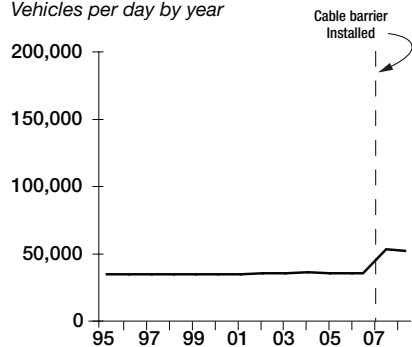
SR 240 Richland Milepost 37.92 to 38.31

SR 240 Richland

Length: .36 miles
Median width: 70 feet
Speed limit: 55 mph
Barrier type: High-tension
Year installed: 2007



Average annual daily traffic volume
Vehicles per day by year



Source: WSDOT Traffic Data Office

SR 240 Richland	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	0	0	1	1	1
All median collisions after (19 months)	3	0	1	0	0
Cross median collisions before (60 months)	0	0	0	0	0
Cross median collisions after (19 months)	0	0	0	0	0

The cable median barrier through this area generally is located 12 feet from the edge of the eastbound lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



SR 410 Sumner

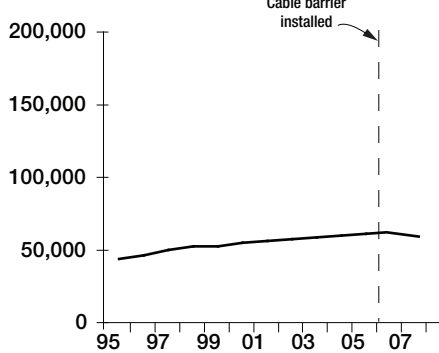
Milepost 9.51 to 11.42

SR 410 Sumner

Length: 1.91 miles
 Median width: 40 feet
 Speed limit: 55 mph
 Barrier type: High-tension
 Year installed: 2006

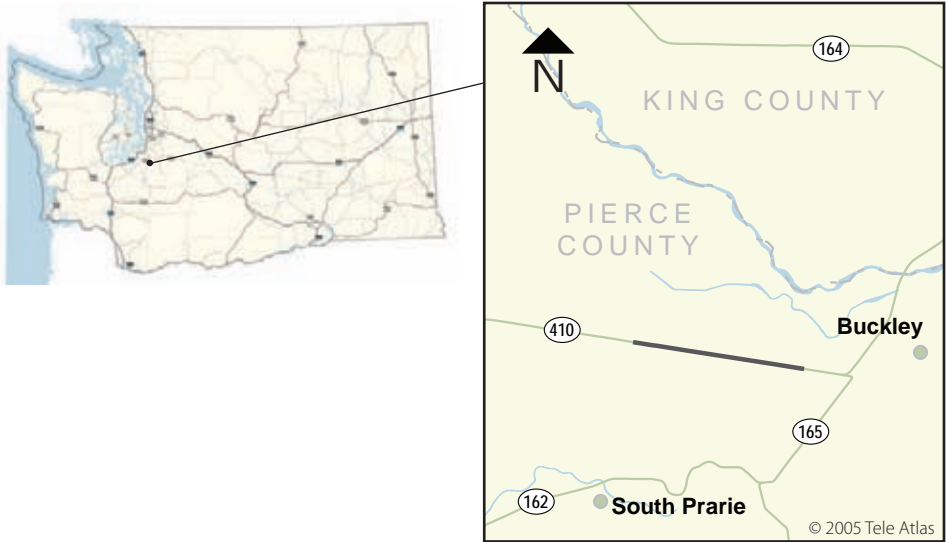
Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 3 percent per year.



SR 410 Sumner	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	10	3	4	2	0
All median collisions after (31 months)	11	5	3	0	0
Cross median collisions before (60 months)	2	1	0	0	0
Cross median collisions after (31 months)	0	0	0	0	0

The cable median barrier varies between the eastbound and westbound side of the median and is located seven to 10 feet from the edge of the lanes.

No cross-median incidents have occurred since we installed this cable median barrier.



SR 512 Puyallup

Milepost 2.48 to 11.99

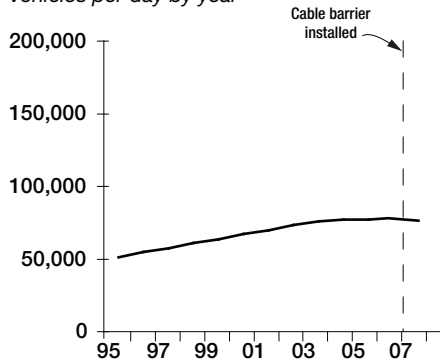


SR 512 Puyallup

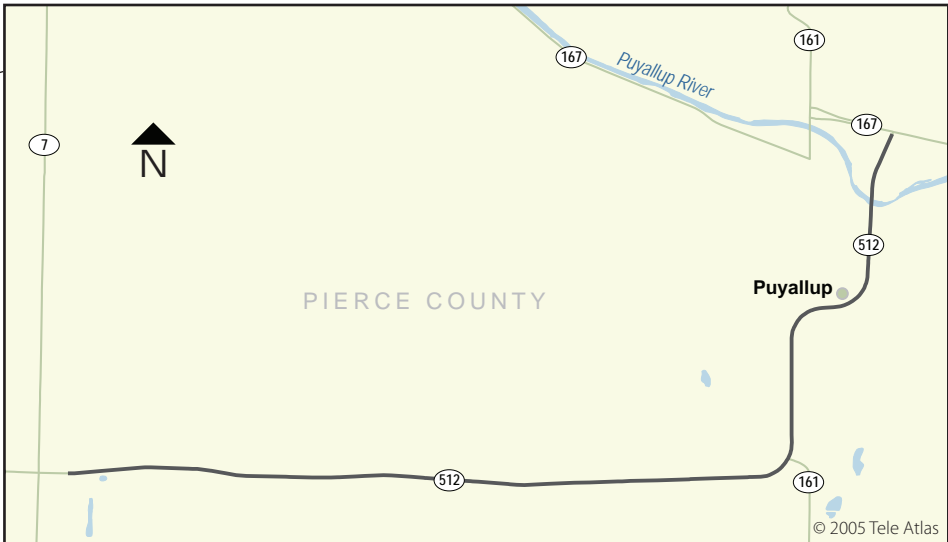
Length: 9.51 miles
 Median width: 40-65 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2007

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office
 ADT average growth rate on segment is 4 percent per year.



SR 512 Puyallup	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	48	30	15	7	2
All median collisions after (20 months)	77	15	7	0	5
Cross median collisions before (60 months)	10	5	3	6	1
Cross median collisions after (20 months)	2	1	0	0	3

The cable median barrier varies between the eastbound and westbound side of the median and generally is located 12 feet from the edge of the lanes.

This cable median barrier has contained two semi-trucks since early 2007, when it was installed.

Six cross median incidents have occurred since we installed this cable median barrier. Five fatality collisions have occurred in this section since its installation.

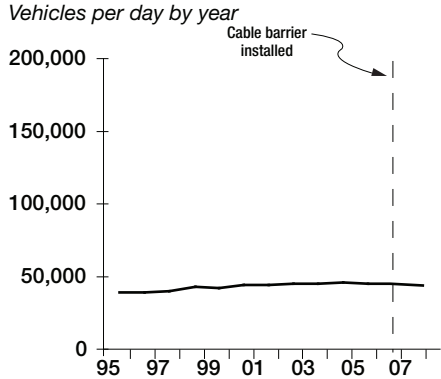
- A westbound vehicle lost control entering the median going under the cable barrier, colliding with an eastbound semi truck.
- An eastbound vehicle made a sudden lane change from the outside lane colliding with a semi truck. The vehicle entered the median colliding with the cable median barrier. The vehicle driver and a passenger died as the result of the collision.
- A westbound motorcycle operating at a high rate of speed lost control entering the median and struck the cable barrier.
- An eastbound vehicle entered the median and crossed through the cable barrier colliding with a westbound pickup truck and a semi-tractor trailer combination.
- A westbound semi-tractor trailer entered the median and drove over the cable barrier entering the eastbound travel lanes. An eastbound vehicle unable to avoid the trailer drove under the trailer shearing the vehicles roof off. An additional vehicle struck the semi-trailer.

SR 522 Bothell

Milepost 10.9 to 12.72

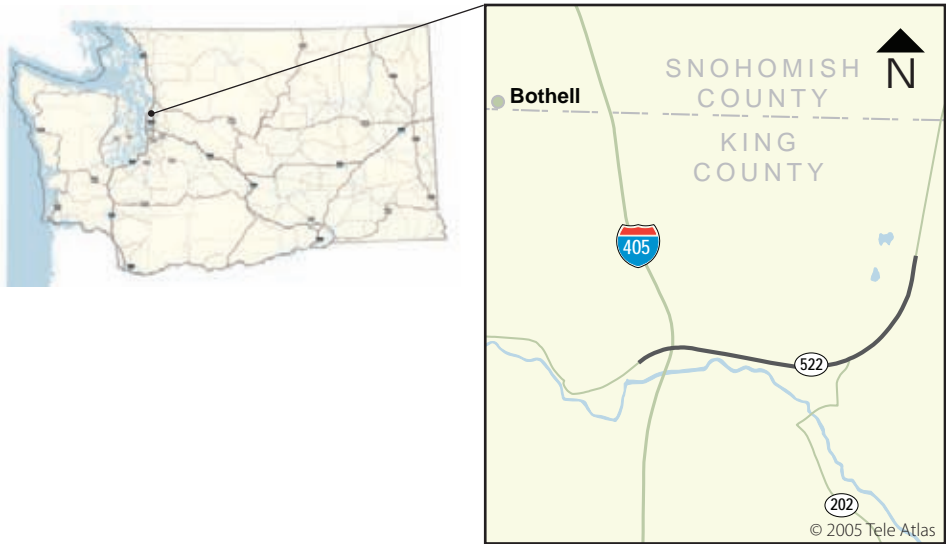
SR 522 Bothell
 Length: 1.82 miles
 Median width: 40 feet
 Speed limit: 60 mph
 Barrier type: High-tension
 Year installed: 2006

Average annual daily traffic volume



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 1 percent per year.



SR 522 Bothell	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)	7	8	2	0	1
All median collisions after (31 months)	12	2	2	0	0
Cross median collisions before (60 months)	3	3	0	0	0
Cross median collisions after (31 months)	1	0	0	0	0

The cable median barrier generally is located 10 feet from the edge of the westbound lanes.

One cross-median incident has occurred since we installed this cable median barrier.

- A westbound vehicle traveled across the median and came to rest in the eastbound lanes without hitting another vehicle.



70 - Cable Median Barrier

SR 539 Ten Mile Road

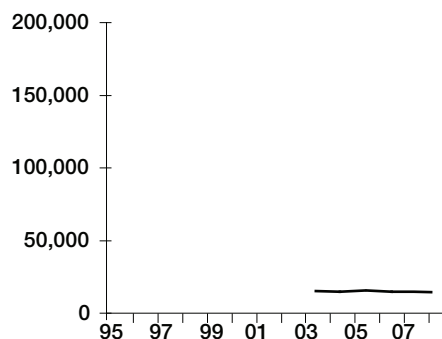
Milepost 6.07 to 8.13

SR 539 Ten Mile Road

Length: 2.06 miles
 Median width: 12 feet
 Speed limit: 50 mph
 Barrier type: High-tension
 Year installed: Late 2009

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 1 percent per year.



SR 539 Ten Mile Road

	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before (60 months)			No Data		
All median collisions after (0 months)			No Data		
Cross median collisions before (60 months)			No Data		
Cross median collisions after (0 months)			No Data		

This cable barrier installation is a portion of a widening project that is ongoing. Project completion is expected in late 2009.

Concrete median barrier



I-5 Lewis and Cowlitz counties

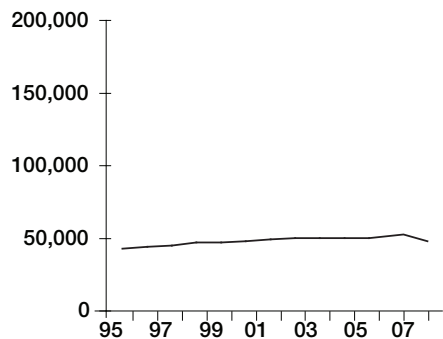
Milepost 51.09 to Milepost 85.29

I-5 Lewis and Cowlitz counties

Length: 34.20 miles
Median width: 15-40 feet
Speed limit: 60-70 mph
Year installed: 1997 or before*

Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office
ADT average growth rate on segment is 2 percent per year.



I-5 Lewis/Cowlitz Counties	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before	No data				
All median collisions after (84 months)	309	115	86	12	4
Cross median collisions before	No data				
Cross median collisions after (84 months)	7	6	4	1	0

* Barrier was installed in several contracts

The concrete median barrier through this area generally is located in the center of the median.

Eighteen cross-median incidents have occurred in this section during the seven years studied:

- Ten collisions involved vehicles that crossed the median and hit other vehicles traveling in the opposite direction.
- Six of the collisions occurred between mileposts 82.65 and 84.27 an area that includes the Harrison Avenue interchange in Centralia.
- Thirteen of the collisions involved southbound vehicles traveling across the median.

Four fatal median-related crashes occurred in this section during the seven years studied:

- None of these collisions involved vehicles that crossed over the median.
- All of these collisions involved the concrete barrier; in one collision the vehicle rolled over after impact with the concrete barrier. In another, the driver was ejected.

A highway widening project between mileposts 72.39 and 76.15 resulted in significant modifications to traffic flow patterns to accommodate construction activities in the median. Collisions in this segment from July 9, 2007 through the end of 2008 were deemed non-typical and were excluded from the data.



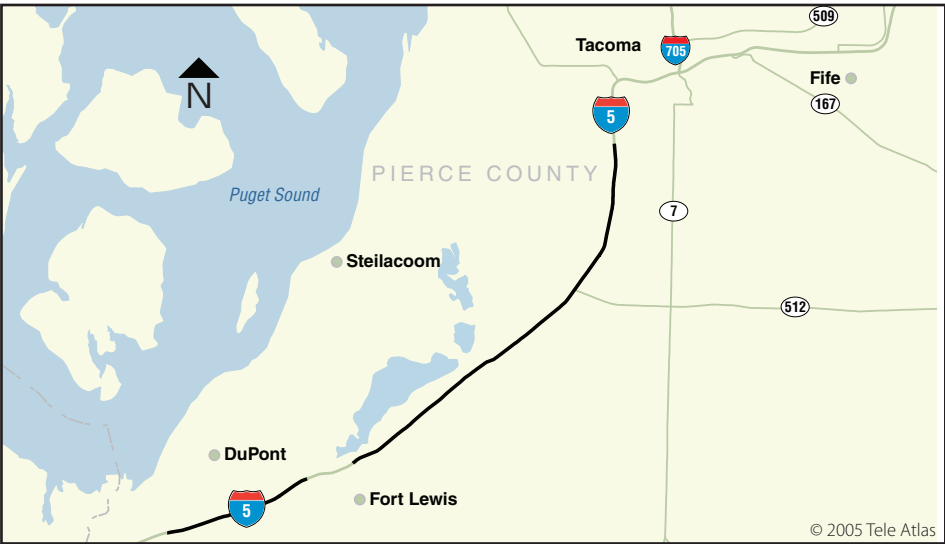
I-5 Tacoma vicinity

Milepost 116.81 to Milepost 130.70



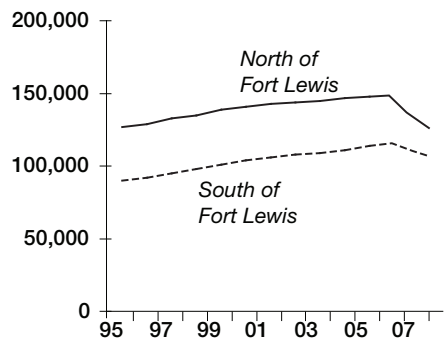
I-5 Tacoma vicinity

Length: 12.79 miles
 Median width: 12-40 feet
 Speed limit: 60 mph
 Year installed: 1986



Average annual daily traffic volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.



I-5 Tacoma vicinity	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before	No data				
All median collisions after (84 months)	247	121	46	6	1
Cross median collisions before	No data				
Cross median collisions after (84 months)	2	4	2	0	0

The concrete median barrier in this area generally is located in the center of the median.

Eight cross-median incidents have occurred in this section during the seven years studied:

- Three collisions involved vehicles that crossed the median and hit other vehicles traveling in the opposite direction.
- Two of the collisions occurred at milepost 122.58, in the vicinity of the Berkley Street Interchange.
- Three of the collisions occurred between milepost 129.57 and 129.92, an area which encompasses the 72nd and 84th Street interchanges.
- Six of the collisions involved southbound vehicles traveling across the median.

One fatal median related crash occurred in this section during the seven years studied. A northbound vehicle hit the concrete median barrier and the driver was ejected and killed.

I-5 Everett to Marysville

Milepost 192.58 to 198.90



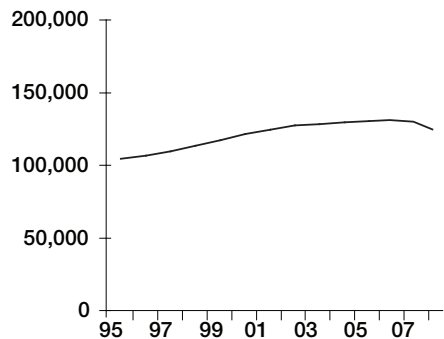
I-5 Everett to Marysville

Length: 6.32 miles
 Median width: 22 feet
 Speed limit: 60 mph
 Year installed: 2001



Average Annual Daily Traffic Volume

Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.

I-5 Everett to Marysville	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before	No data				
All median collisions after (84 months)	109	45	25	3	2
Cross median collisions before	No data				
Cross median collisions after (84 months)	0	0	0	1	0

The concrete median barrier in this area generally is located in the center of the median.

One cross-median incident occurred in this section during the seven years studied.

- A southbound vehicle hit the barrier and went over into the northbound lanes where it hit a northbound vehicle.

Two fatal median-related crashes occurred in this section during the seven years studied.



I-90 Spokane

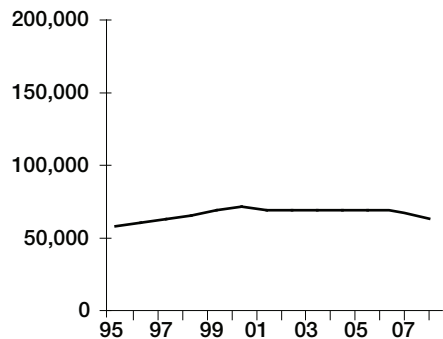
Milepost 275.30 to 279.50



I-90 Spokane
 Length: 4.20 miles
 Median width: 22-40 feet
 Speed limit: 60-70 mph
 Year installed: 2004 or before



Average annual daily traffic volume
Vehicles per day by year



Source: WSDOT Traffic Data Office

ADT average growth rate on segment is 2 percent per year.

I-90 Spokane, Geiger Road to SR 2	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before	No data				
All median collisions after (50 months)	46	12	10	1	0
Cross median collisions before	No data				
Cross median collisions after (50 months)	0	0	1	0	0

I-90 Spokane, SR 2 to Latah Creek	No injury	Possible injury	Evident injury	Serious injury	Fatality
All median collisions before	No data				
All median collisions after (84 months)	57	12	10	1	0
Cross median collisions before	No data				
Cross median collisions after (84 months)	0	0	0	0	0

The concrete median barrier in this area generally is located in the center of the median.

One cross-median incident occurred on the Geiger Road to US 2 portion during the four years studied.

- An eastbound vehicle first struck a sign on the right, then crossed all three lanes to strike and top the barrier.



